



Exeter Airport Airspace Change Proposal

Design Principles Evaluation

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Glossary

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



Acronym	Meaning
VFR	Visual Flight Rules



1 Introduction

1.1 Background

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

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

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

1.2 Prioritised List of Design Principles

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

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



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

Table 1 - Prioritised Design Principles

1.3 Step 2B – Options Appraisal

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

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

At the end of Step 2B, Exeter Airport will submit details of the options developed and the Initial Options Appraisal to the CAA for assessment at the Stage 2 Develop and Assess Gateway, currently programmed for 28th July 2023.



2 Design Principles Evaluation

2.1 Evaluation of the Do Nothing Option against the Design Principles

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

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

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

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

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



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



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



Design Principle	Assessment Criteria		
	Not Met	Partially Met	Met
CONNECTIVITY – Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	This option does not connect to the airways structure.	This option provides connectivity to the airways structure but not by recognised Controlled Airspace (Class D or Class E). This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	This option provides connectivity to the airways structure. Commercial Air Transport can remain inside Controlled Airspace when arriving or departing from Exeter Airport.
ENVIRONMENT — Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	See	Assessment Matrix be	low

Table 2 – Design Principles Assessment Criteria

When assessing the options against Design Principle 8 (ENVIRONMENT), the potential environmental impact of the changes were considered in line with the Air Navigation Guidance 2017 and the government laid-out altitude based priorities. That is, the environmental priority from the ground to 4,000 ft would be to limit and, where possible, reduce the total adverse effects of aviation noise on people. Between 4,000 ft and 7,000 ft, the environmental priority would continue to be minimising the impact of aviation noise, unless that would create a disproportionate increase in CO₂ emissions. In the airspace above 7,000 ft, the priority will be the reduction of CO₂ emissions. Exeter Airport is only responsible for the airspace changes up to 7,000 ft. The following matrix will be used to



assess whether Design Principle 8 is MET, PARTIAL or NOT MET for each of the design options assessed:

Noise	Emissions	Assessment
Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts	This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations	MET
of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of	Aircraft emissions up to 7,000 ft are expected to be similar compared to current operations with this option	PARTIAL
noise is expected to be similar to current operations.	Aircraft emissions up to 7,000 ft are expected to significantly increase compared to current operations with this option	NOT MET
Up to 4,000 ft, this option is expected to increase any adverse impacts of noise	This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations	PARTIAL
compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations.	Aircraft emissions up to 7,000 ft are expected to be similar compared to current operations with this option	PARTIAL
	Aircraft emissions up to 7,000 ft are expected to significantly increase compared to current operations with this	NOT MET
The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable.	option	
Up to 4,000 ft, this option is expected to increase any adverse impacts of noise	This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations	NOT MET
compared to current operations. Between 4,000 ft and 7,000 ft, this option is also	Aircraft emissions up to 7,000 ft are expected to be similar compared to current operations with this option	NOT MET
expected to increase any adverse impacts of noise	Aircraft emissions up to 7,000 ft are expected to significantly increase	NOT MET



compared to current operations.	compared to current operations with this option	
Overall, this option is expected to have a significant increase in the adverse impacts of noise compared to current operations.		

Table 3 - Design Principle 8 Assessment Criteria

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

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

The Policy for the Design of Controlled Airspace Structures, published in August 2022, covers the requirements for airspace design and the containment of procedures. Current UK policy is that a SID provides a specified Instrument Flight Rules (IFR) departure procedure that remains wholly within CAS and permits connectivity with the en-route Air Traffic Service (ATS) route system. For this reason, a SID must originate at an aerodrome that is also within CAS. The policy also covers the requirements for Standard Arrival Routes (STARs), which are deemed to incorporate RNAV Transitions to Final Approach procedures. An RNAV Transitions to Final Approach procedures and RNAV initial approach segment from an RNAV Hold Fix to the Final Approach Fix which includes both lateral and vertical guidance and is designed in accordance with PANS-OPS 8168. The Policy for the Design of Controlled Airspace Structures states that these procedures should also be contained in CAS.



2.2 Do Nothing (Departures) Evaluation

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



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

2.2.1 Do Nothing (Departures) Option

The Do Nothing (Departures) option represents the current situation where there are no published departure Instrument Flight Procedures. Departing aircraft follow the Noise Abatement Procedures before routing direct as flight planned, through Class G airspace, to join the en-route airways network. ATC monitoring is required to provide safe separation from known or unknown traffic.



2.3 Do Nothing (Arrivals) Evaluation

Design Principle Evaluation O			: Do Nothing vals)	
Option Name: Do Nothing (Arrivals)		ACCEPT		
Description of Option: The Do Nothing (Arrivals) option represents the current operating procedures for aircraft arriving at Exeter Airport. The airport has an Aerodrome Traffic Zone (ATZ 2.5 nm radius from surface to 2,000 ft above aerodrome level (aal). Aircraft arriving at the airpowill follow ATC instructions for vectoring to the required approach procedure. Instrument Approach Procedures, including ILS and RNP, are available for both runway directions.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: ATC monitoring would continue to be required to provide say separation from known or unknown traffic. Although Exeter ATC handles the current operation issues safely and effectively on a tactical basis, the busy air traffic environment may result overload situations as controllers try to control aircraft in a limited volume of airspace. Evider suggests that robust safety mitigations in the form of new airspace (this ACP) may be necessary provide protection for aircraft operating in the vicinity of Exeter Airport.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: Some key outcomes of Airspace Modernisation (enabling integration and avoiding flight delays by better managing the airspace network) may not be met. However, the impact is expected to be low. Exeter Airport's location means that there will be few, if any, interactions with other airports that require resolving and improvements to the airspace above 7,000 ft should facilitate better access to the network, improving integration and reducing the chance of flight delays.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: This option creates a known traffic environment for some operations only. ATC monitoring would be required to provide protection for aircraft on the final approach paths.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT ME	T PARTIAL	MET	



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

2.3.1 Do Nothing (Arrivals) Option

The Do Nothing (Arrivals) option represents the current situation where there are no published arrival procedures. Aircraft will leave the en-route network and receive ATC vectors to transit through Class G airspace. ATC monitoring is required to provide safe separation from known or unknown traffic. Aircraft arriving at the airport will follow ATC instructions for vectoring to the required approach procedure.



2.4 Do Nothing (Airspace) Evaluation

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



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

2.4.1 Do Nothing (Airspace) Option

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



3 Design Principles Evaluation - Procedures

3.1 Evaluation of the Options against the Design Principles

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

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

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

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



Design Principle Evaluation	OPTION NO: S0
Option Name: Omnidirectional Departures	ACCEPT

Description of Option: An omnidirectional departure will provide an obstacle-cleared instrument departure at Exeter Airport. On reaching the specified height to ensure obstacle clearance (which will not be below 500 ft aal), a turn in any direction may be made to join the en-route phase of flight. An omnidirectional departure may also require specific restrictions to be applied as part of the procedure including avoidance of specific sectors, or altitude or design-gradient limitations such that the procedure could be designed to perform in a similar way to the Standard Instrument Departure procedure options that are being considered. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft.

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

Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC monitoring would continue to be required to provide safe separation from known or unknown traffic. Although Exeter ATC handles the current operational issues safely and effectively on a tactical basis, the busy air traffic environment may result in overload situations as controllers try to control aircraft in a limited volume of airspace. Evidence suggests that robust safety mitigations in the form of new airspace (this ACP) may be necessary to provide protection for aircraft operating in the vicinity of Exeter Airport.

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

Summary of Qualitative Assessment: Some key outcomes of Airspace Modernisation (enabling integration and avoiding flight delays by better managing the airspace network) may not be met. However, the impact is expected to be low. Exeter Airport's location means that there will be few, if any, interactions with other airports that require resolving and improvements to the airspace above 7,000 ft should facilitate better access to the network, improving integration and reducing the chance of flight delays.

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

Summary of Qualitative Assessment: This option creates a known traffic environment for some operations only. ATC monitoring would be required to provide protection for aircraft on initial climb-out paths.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: There are no current around Exeter Airport, other than the requirements of the ATZ		o access of t	he airspace	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will have no	impact on ot	her airspace	users.	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not requirement.	uire Controlle	ed Airspace as	s there is no	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport (CAT) remain inside Controlled Airspace (CAS) when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option relates only to the introduction of omnidirectional departure procedures at Exeter Airport and not the airspace. Therefore, this Design Principle has not been assessed for this option.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse				

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.1 Omnidirectional Departures

This option provides an obstacle-cleared IFR departure at Exeter Airport, which may include specific restrictions to be applied as part of the procedure including avoidance of specific sectors, or altitude or design-gradient limitations such that the procedure could be designed to perform in a similar way to the Standard Instrument Departure procedure options that are being considered. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft. Aircraft will continue to route through

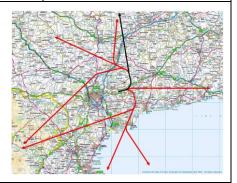


Class G airspace, to join the en-route airways network and ATC monitoring will be required to provide safe separation from known or unknown traffic.



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

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



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

NOT MET | PARTIAL

MET

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

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

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

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

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

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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce					

any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.2 Runway 08 SID (north – direct)

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



Design Principle Evaluation		OPTION NO: S2
Option Name: Runway 08 SID (north – dogleg)		ACCEPT
cription of Option: On reaching 1,500 ft aal to comply with		

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



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

out paths at Exeter Airport.

NOT MET | PARTIAL

MET

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

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

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

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

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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will need C will be the minimum necessary to contain the procedure.	Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce					

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.3 Runway 08 SID (north – dogleg)

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



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

access to all airspace users.



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

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

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

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

NOT MET

PARTIAL

MET

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

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

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.4 Runway 08 SID (north-west)

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



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



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

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

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

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

NOT MET

PARTIAL

MET

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

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

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. Aircraft emissions up to 7,000 ft are expected to be similar compared to current operations with this option; improved climb profiles, integration into the en-route network and a reduction in traffic avoidance should lessen the increased impact caused by the greater number of track miles flown.

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

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



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

access to all airspace users.



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

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

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

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

PARTIAL MET

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

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

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

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

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



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

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



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

out paths at Exeter Airport.

NOT MET | PARTIAL

MET

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

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

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

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

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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.						
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.						
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.						
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce						

any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.7 Runway 08 SID (south – direct)

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



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

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



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

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MET

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

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

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

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

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

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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce				

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.8 Runway 08 SID (south – dogleg)

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



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

access to all airspace users.



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

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

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

NOT MET

PARTIAL

MET

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.9 Runway 08 SID (east)

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



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

access to all airspace users.



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

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

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

NOT MET

PARTIAL

MET

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.10 Runway 26 SID (north-west)

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





Design Principle Evaluation	OPTION NO: S10
Option Name: Runway 26 SID (north-east)	ACCEPT
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn right onto a north-north-westerly heading initially before turning further right onto a north-easterly heading, climbing to 7,000 ft to	

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



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

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

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

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

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

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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need C will be the minimum necessary to contain the procedure.	AS to contain	n the proced	ure but this	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4 000 ft, this option	n is evnected	to increase	any advarsa	

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.11 Runway 26 SID (north-east)

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



Design Principle Evaluation		OPTION NO: S11		
Option Name: Runway 26 SID (south-west)		REJECT		
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading initially before turning right onto a southwesterly heading to route towards LANDS' END to join the enroute airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be d flight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. The option would be unsafe.	quired techn equirements. e with CAP 7 of this pro	ical criteria i It is a UK ro 78 and the Po cedure will	and will be equirement olicy for the require the	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspairspace and enabling integration and avoiding flight delay network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



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

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

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

NOT MET

PARTIAL

MET

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.12 Runway 26 SID (south-west)

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





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

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



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

NOT MET | PARTIAL

MET

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

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need C will be the minimum necessary to contain the procedure.	AS to contain	n the proced	ure but this	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4 000 ft, this option	n is evnected	l to increase :	any adverse	

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.13 Runway 26 SID (south)

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



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

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

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

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

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



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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.14 Runway 26 SID (south-east)

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





Design Principle Evaluation		OPTION NO): S14	
Option Name: Runway 26 SID (east, left turn)		REJECT		
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading initially before turning left onto an east-north-easterly heading to route towards GIBSO to join the enroute airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Policy for the Design of Controlled Airspace Structures. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. Possible conflict with military rotary traffic to the south of the airport and with military and GA aircraft to the east of the airport in an Area of Intense Air Activity would be mitigated by the introduction of CAS.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				

access to all airspace users.

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

MET

PARTIAL



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

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

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

NOT MET

PARTIAL

MET

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

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

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.15 Runway 26 SID (east, left turn)

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





Design Principle Evaluation		OPTION NO	: S15	
Option Name: Runway 26 SID (east, right turn)		REJECT		
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn right onto a northnorth-westerly heading initially before turning right onto an east-north-easterly heading initially then further right to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will be compliant with the requestionsistent and compatible with the appropriate regulatory restant all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. Posmorth of the airport and with military and GA aircraft to the east Air Activity would be mitigated by the introduction of CAS.	uired techn quirements. with CAP 7 of this pro- ssible conflic	ical criteria a It is a UK ro 78 and the Po cedure will i t with GA air	and will be equirement plicy for the require the craft to the	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airsparies airspace and enabling integration and avoiding flight delays network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of a	controlled a	irspace to c	ontain this	

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

access to all airspace users.

MET



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

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

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

NOT MET

PARTIAL

MET

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

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

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.16 Runway 26 SID (east, right turn)

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





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



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

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

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

NOT MET

PARTIAL

MET

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

 MET
ARTIAL

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.17 Runway 26 Extended SID (north-west)

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





Design Principle Evaluation		OPTION NO): S17
Option Name: Runway 26 Extended SID (north-east)		ACCEP ⁻	Γ
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning further right onto a north-easterly heading, climbing to 7,000 ft to join the en-route airways network. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. Position of the airport is mitigated by the introduction of CAS.	quired techn equirements. e with CAP 7 of this pro	ical criteria a It is a UK ro 78 and the Po cedure will	and will be equirement olicy for the require the
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	own outcom	es of the AM	S.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Claenvironment for IFR operations only.		-	
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Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of airsp to have some impact on other airspace users in the local ardepending on the classification of airspace being introduce introducing suitable mitigation to minimise any impact that thave.	rea. The leve ed. Exeter A	el of impact Airport is co	would vary mmitted to
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need C will be the minimum necessary to contain the procedure.	AS to contain	n the proced	ure but this
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need connectivity to the airways structure.	to be cont	ained in CAS	5, providing
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. Aircraft emissions up to 7,000 ft are expected to be similar compared to current operations with this option; improved climb profiles, integration into the en-route network and a reduction in traffic avoidance should lessen the increased impact caused by the greater number of track miles flown due to extending the flight path west.

3.1.18 Runway 26 Extended SID (north-east)

Although Runway 26 procedures are further west of North Hill and Dunkeswell aerodromes as aircraft climb, the introduction of CAS to contain the procedure could have an impact on their operations and on other airspace users in the local area, which would require mitigation. Community stakeholders expressed concern over Runway 26 departures and the noise impact they may have on the City of Exeter. Extending to the west until clear of the built-up area of Exeter would increase track miles and therefore emissions. This may



be offset if the noise impact on Exeter is found to be less by maintaining runway heading before any turns are allowed. This would also result in aircraft being higher in areas where there are other airspace users. This will be examined in more detail at subsequent stages of the process to determine the likely impact.



Design Principle Evaluation		OPTION NO): S18
Option Name: Runway 26 Extended SID (south-west)		REJECT	
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading initially before turning right onto a south-westerly heading to route towards LANDS' END to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. The option would be unsafe.	quired techn equirements. e with CAP 7 of this pro	ical criteria It is a UK ro 78 and the Po cedure will	and will be equirement olicy for the require the
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airsp airspace and enabling integration and avoiding flight delay network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Claenvironment for IFR operations only.		•	
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



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

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

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

NOT MET

PARTIAL

MET

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

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

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

3.1.19 Runway 26 Extended SID (south-west)

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





Design Principle Evaluation		OPTION NO): S19
Option Name: Runway 26 Extended SID (south)		ACCEP	Γ
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading to route towards BERRY HEAD to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be diflight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. The option would be unsafe.	quired techn equirements e with CAP 7 of this pro	ical criteria i It is a UK ro 78 and the Po cedure will	and will be equirement olicy for the require the
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
		•	
Summary of Qualitative Assessment: This option meets the kr	iown outcom	ies of the AM	lS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	S. MET
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-	NOT MET	PARTIAL nirspace to c	MET

access to all airspace users.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of airsp to have some impact on other airspace users in the local ard depending on the classification of airspace being introduced introducing suitable mitigation to minimise any impact that the have.	rea. The leve ed. Exeter <i>A</i>	el of impact Airport is co	would vary mmitted to
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need C will be the minimum necessary to contain the procedure.	AS to contain	n the proced	ure but this
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need connectivity to the airways structure.	I to be conta	ained in CAS	5, providing
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4,000 ft. this optio	n is expected	to increase a	any adverse

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. Aircraft emissions up to 7,000 ft are expected to be similar compared to current operations with this option; improved climb profiles, integration into the en-route network and a reduction in traffic avoidance should lessen the increased impact caused by the greater number of track miles flown due to extending the flight path west.

3.1.20 Runway 26 Extended SID (south)

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



turns are allowed. This will be examined in more detail at subsequent stages of the process to determine the likely impact.



Design Principle Evaluation		OPTION NO): S20
Option Name: Runway 26 Extended SID (south-east)		ACCEP	Γ
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading initially before turning left onto a south-easterly heading to route towards NOTRO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft. This option will only be available on a weekend when D012 and D013 Danger Areas are inactive.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory re	quired techn	ical criteria	
that all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. The option would be unsafe.	e with CAP 7 of this pro	78 and the Pocedure will	olicy for the require the
that all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. The	e with CAP 7 of this pro	78 and the Pocedure will	olicy for the require the
that all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. The option would be unsafe. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any	e with CAP 7 of this pro- ere is no evid NOT MET	78 and the Pocedure will ence to sugge	olicy for the require the est that this
that all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. The option would be unsafe. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	e with CAP 7 of this pro- ere is no evid NOT MET	78 and the Pocedure will ence to sugge	olicy for the require the est that this MET
that all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. The option would be unsafe. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it. Summary of Qualitative Assessment: This option meets the known traffic environment to protect the final approach and climb-	e with CAP 7 of this proper is no evidence is no evidence. NOT MET NOT MET Controlled a	78 and the Pocedure will ence to sugger PARTIAL PARTIA	olicy for the require the est that this MET IS. MET



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4 000 ft, this option is expected to increase any adverse			

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. Aircraft emissions up to 7,000 ft are expected to be similar compared to current operations with this option; improved climb profiles, integration into the en-route network and a reduction in traffic avoidance should lessen the increased impact caused by the greater number of track miles flown due to extending the flight path west.

3.1.21 Runway 26 Extended SID (south-east)

This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation. This option would only be available for use on a weekend when Danger Areas D012 and D013 are inactive; any airspace introduced to contain this procedure should also only be activated when the procedure is available for use. Community stakeholders expressed concern over Runway 26 departures and the noise impact they may have on the City of



Exeter. Extending to the west until clear of the built-up area of Exeter would increase track miles and therefore emissions. This may be offset if the noise impact on Exeter is found to be less by maintaining runway heading before any turns are allowed. This will be examined in more detail at subsequent stages of the process to determine the likely impact.



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



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

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

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

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

NOT MET

PARTIAL

MET

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

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

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. Aircraft emissions up to 7,000 ft are expected to be similar compared to current operations with this option; improved climb profiles, integration into the en-route network and a reduction in traffic avoidance should lessen the increased impact caused by the greater number of track miles flown due to extending the flight path west.

3.1.22 Runway 26 Extended SID (east, left turn)

This option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to



the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



Design Principle Evaluation		OPTION NO: S22	
Option Name: Runway 26 Extended SID (east, right turn)		REJECT	
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning right onto an east-north-easterly heading initially then further right to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Design of Controlled Airspace Structures. Implementation necessary CAS to ensure lateral and vertical containment. Position of the airport and with military and GA aircraft to the east Air Activity would be mitigated by the introduction of CAS.	quired techn equirements. e with CAP 7 of this pro- ssible conflic	ical criteria a It is a UK ro 78 and the Po cedure will i t with GA air	and will be equirement olicy for the require the craft to the
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airsp airspace and enabling integration and avoiding flight delay network) are unlikely to be met.		•	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



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

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

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

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

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

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

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to increase any adverse impacts of noise compared to current operations due to the likely impact on the City of Exeter. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable. Aircraft emissions up to 7,000 ft are expected to be similar compared to current operations with this option; improved climb profiles, integration into the en-route network and a reduction in traffic avoidance should lessen the increased impact caused by the greater number of track miles flown due to extending the flight path west.



3.1.23 Runway 26 Extended SID (east, right turn)

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



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



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

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

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

Summary of Qualitative Assessment: Below 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions below 7,000 ft compared to current operations.

3.1.24 Runway 08 Transition (north)

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



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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option routes throu Approach Transition can be contained but the amount of CAS	_		FL195. The	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Below 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to				

adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions below 7,000 ft compared to current operations.

3.1.25 **Runway 08 Transition (north-west)**

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



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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option routes throu Approach Transition can be contained but the amount of CAS	-		FL195. The	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Below 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to				

3.1.26 Runway 08 Transition (west)

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

maintain or reduce aircraft emissions below 7,000 ft compared to current operations.



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

routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need Cowill be the minimum necessary to contain the procedure.	AS to contair	the proced	ure but this	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Below 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any				

any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions below 7,000 ft compared to current operations.

3.1.27 Runway 08 Transition (south)

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



Design Principle Evaluation		OPTION NO: T5		
Option Name: Runway 08 Transition (east)		REJECT		
Description of Option: Aircraft will leave the en-route airways structure at the current reporting point GIBSO. Aircraft will initially route west-south-west until south abeam of the airport, before heading west-north-west to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
flight safety. The procedure will need to be compliant with the consistent and compatible with the appropriate regulatory procedures should be contained in CAS in accordance with the Airspace Structures. Implementation of this procedure will lateral and vertical containment. Creating CAS coincident was acceptable. Possible conflict with GA and military traffic to mitigated by the introduction of CAS.	requirement re Policy for the require the repaired the properties.	ts. Approach the Design of necessary CA area D012 wo	Transition Controlled to ensure ould not be	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace and enabling integration) are unlikely to be met.	oace Modern	nisation (effic	ient use of	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
	controlled a	irspace to c		
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Cl environment for IFR operations only.		•		

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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure would need to be coincident with the Danger Area D012, which is not a feasible solution.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The Approach Transition can be contained but the amount of CAS to do so would be large.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Below 4,000 ft, this option is expected to maintain or reduce				

any adverse impacts of noise compared to current operations. Between 4,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions below 7,000 ft compared to current operations.

3.1.28 Runway 08 Transition (east)

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



Design Principle Evaluation		OPTION NO: T6		
Option Name: Runway 26 Transition (north)		ACCEPT		
Description of Option: Aircraft will leave the en-route airways structure in the vicinity of the current reporting point EXMOR, heading south-east to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be d flight safety. The procedure will need to be compliant with the consistent and compatible with the appropriate regulatory procedures should be contained in CAS in accordance with the Airspace Structures. Implementation of this procedure will a lateral and vertical containment. Possible conflict with GA a mitigated by the introduction of CAS.	ne required to requirement e Policy for to require the r	echnical crite ts. Approacl the Design of necessary CA	eria and will n Transition ^c Controlled S to ensure	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kr	nown outcom	es of the AM	IS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Cl environment for IFR operations only.		•		
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	

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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need Contain the procedure.	AS to contair	the proced	ure but this	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Below 4,000 ft, this option is expected to maintain or reduce				

Summary of Qualitative Assessment: Below 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions below 7,000 ft compared to current operations.

3.1.29 Runway 26 Transition (north)

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





Design Principle Evaluation		OPTION NO: T7		
Option Name: Runway 26 Transition (west)		REJECT		
Description of Option: Aircraft will leave the en-route airways structure at LANDS END, heading east-north-east to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will need to be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Approach Transition procedures should be contained in CAS in accordance with the Policy for the Design of Controlled Airspace Structures. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. Possible conflict with General Aviation (GA) and military aircraft to the south of the airport is mitigated by the introduction of CAS.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airsp airspace and enabling integration) are unlikely to be met.	oace Moderr	nisation (effic	ient use of	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-	NOT MET	PARTIAL	MET	

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

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

PARTIAL MET

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

out paths at Exeter Airport.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The Approach Transition can be contained but the amount of CAS to do so would be large.					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Below 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to					

adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions below 7,000 ft compared to current operations.

3.1.30 **Runway 26 Transition (west)**

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



Design Principle Evaluation	OPTION NO: T8			
Option Name: Runway 26 Transition (east)	REJECT			

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



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

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

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

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

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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The Approach Transition can be contained but the amount of CAS to do so would be large.					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Below 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise compared to current operations. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to					

adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions below 7,000 ft compared to current operations.

3.1.31 **Runway 26 Transition (east)**

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



4 Design Principles Evaluation - Airspace

4.1 Evaluation of the Options against the Design Principles

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

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

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

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

4.2 Individual Aspects of Options That Do Not Meet Design Principles

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

4.2.1 Airspace Vertical Extent – Design Principle 7

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



4.2.2 Transponder Mandatory Zone – Design Principle 3

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

4.2.3 Radio Mandatory Zone – Design Principle 6

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



Design Principle Evaluation		OPTION NO: A1			
Option Name: Airspace Option 1		REJECT			
Description of Option: A circular zone, radius 5 nm, extending from the surface. Top height would be FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, or RMZ.	2 132 132 132 132 132 132 132 132 132 13	TO STATE OF THE PARTY OF THE PA	SSOUTH LAND AND AND AND AND AND AND AND AND AND		
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	MET PARTIAL MET			
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (maintaining and enhancing high aviation safety standards) are unlikely to be met.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option creates a known traffic environment for some operations only. ATC monitoring would be required to provide protection for aircraft on the final approach or initial climb-out					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option may require a permission, radio or transponder, to access any new airsparoutinely be denied.		•			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		



Design Prin	ciple 6: T	he size a	nd o	categorisation of	any	new
controlled	airspace	should	be	proportionate	to	the
requiremen	ıt.					

,	NOT MET	PARTIAL	MET

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

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

NOT MET PARTIAL MET

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

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

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.4 Airspace Option 1

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



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



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

,	NOT MET	PARTIAL	MET
!			

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

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

NOT MET PARTIAL MET

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

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

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.5 Airspace Option 2

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



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



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

NOT MET	PARTIAL	MET

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

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

NOT MET PARTIAL MET

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

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

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.6 Airspace Option 3

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



Design Principle Evaluation OPTION			OPTION NO	D: A4
Option Name: Airspace Option 4	REJECT			-
Description of Option: A circular zone, radius 5 nm with 5 nm-wide stubs extending 5nm beyond the circular zone. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, or RMZ.	2 To	Collector Control Cont	STATE OF THE PARTY	COUNTS OF STATE OF ST
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT	MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be design safety. The design will be compliant with the required technic compatible with the appropriate regulatory requirements. operational safety risks associated with the lack of protection final approach and initial departure routes outside the ATZ.	cal crite This o	eria ar option	nd will be con does not a	sistent and address the
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT	MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airsparent enhancing high aviation safety standards) are unlikely to be more		oderni	sation (main	taining and
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT	MET	PARTIAL	MET
Summary of Qualitative Assessment: This option creates a loperations only. ATC monitoring would be required to provid approach or initial climb-out				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT	MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT	MET	PARTIAL	MET



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

,	NOT MET	PARTIAL	MET

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

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

NOT MET PARTIAL MET

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

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

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.7 Airspace Option 4

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



Design Principle Evaluation			OPTION NO): A5a
Option Name: Airspace Option 5a		ACCEPT		Т
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this sub-option.	1994 1994 1994 1994 1994 1994 1994 1994	DE COOP	One of the control of	THE TOTAL STATE OF THE TOTAL STA
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT	MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedure would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, there is the possibility of conflict with GA or military aircraft operating outside of CAS and it has the potential to creat choke points resulting in the funnelling of aircraft displaced by and operating outside of any neairspace.			nsistent and procedures y of aircraft e possibility al to create	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT	MET	PARTIAL	MET

CAA's published Airspace Modernisation Strategy and any future plans associated with it.		TAKTIAL	WE	
Summary of Qualitative Assessment: This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-		PARTIAL	MET	

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

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

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

out paths at Exeter Airport.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. ATC clearance will be required to enter the airspace. The stubs extend over Farway Common airfield. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but does not contain procedures.			al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure bu is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving o departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduced any adverse impacts of poise by aircraft operating to or from Exeter Airport: however, there may be			

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.8 Airspace Option 5a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, the lateral dimensions would not allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders considered that this option would be feasible with some amendments. Other stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area. This option will be taken forward and further



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



Design Principle Evaluation		OPTION NO	: A5b	
Option Name: Airspace Option 5b		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this suboption would be Class D for the CTR and Class E or Class E+TMZ for the stubs.	1984 1 1 100 12 10 10 10 10 10 10 10 10 10 10 10 10 10	The state of the s	SHOOT STORY	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
safety. The design will be compliant with the required technic compatible with the appropriate regulatory requirements. How would not be contained with this option. ATC separation would VFR in Class E/Class E+TMZ airspace; responsibility for maresponsibility of the aircraft captain. Although this option shoperating to and from Exeter Airport due to the increased leve of conflict with GA or military aircraft operating outside of Cachoke points resulting in the funnelling of aircraft displaced by airspace.	vever, SIDs ar not be provi aintaining se nould enhand I of protectio AS and it has	nd Transition ded to aircraparation wo ce the safety n, there is the the contract t	procedures ft operating uld be the of aircraft e possibility al to create	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own outcom	es of the AM	S.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would that protects the critical stages of flight, the final approach a Airport. Class E/Class E+TMZ airspace would create a known to critical stages of flight for IFR operations only.	and initial cli	mb-out path	s, at Exete	
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



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

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

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

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

NOT MET	PARTIAL	MET

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

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

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.9 Airspace Option 5b

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



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



Design Principle Evaluation		OPTION NO): A5c		
Option Name: Airspace Option 5c		ACCEPT			
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this suboption would be Class D for the CTR and Class E+RMZ or RMZ for the stubs.	100 100 100 100 100 100 100 100 100 100	The state of the s	STEEL		
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, there is the possibility of conflict with GA or military aircraft operating outside of CAS and it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option meets the kno	own outcom	es of the AM	S.		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		



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

established as soon as possible after flaving histructed them to	Stand by .		
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. ATC clearance will be require operating under IFR) airspace. Aircraft operating VFR will requentering Class E+RMZ/RMZ airspace. The stubs extend over Fairs committed to introducing suitable mitigation to minimise an airspace may have.	ed to enter Cl ire two-way o rway Commo	lass D or Clas communicati on airfield. Ex	is E+RMZ (if ons prior to eter Airport
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but does not contain procedures.	e final appro	ach and inition	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides con does not ensure Commercial Air Transport remain inside Condeparting from Exeter Airport.	•	•	
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4.000 ft. this option	on is expecte	d to maintai	n or reduce



4.2.10 Airspace Option 5c

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



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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. ATC clearance will be required to enter the airspace. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be					

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.11 Airspace Option 6a

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



excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO): A6b		
Option Name: Airspace Option 6b		REJECT			
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the outer zone.	The state of the s	TOTAL STATE OF THE PARTY OF THE	SISSOR LYMN SISSOR		
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET		
safety. The design will be compliant with the required technic compatible with the appropriate regulatory requirements. How would not be contained with this option. ATC separation would VFR in Class E/Class E+TMZ airspace; responsibility for maresponsibility of the aircraft captain. Although this option shoperating to and from Exeter Airport due to the increased level of conflict with GA or military aircraft operating outside of CA choke points resulting in the funnelling of aircraft displaced be airspace.	vever, SIDs and not be provious sections of the provious sections of the protections and it has	nd Transition ided to aircrapharation wo ce the safety in, there is the steep the potential the contract of the potential the po	procedures ft operating old be the of aircraft e possibility al to create		
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option meets the kn	own outcom	nes of the AM	1S.		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.					
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET		



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

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

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

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

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

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

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			l
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4.2.12 Airspace Option 6b

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



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



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

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

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

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

NOT MET	PARTIAL	MET

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

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

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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4.2.13 Airspace Option 6c

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



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

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



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

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

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

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

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

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

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



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. This option extends over Farwa ATC clearance will be required to enter the airspace. Exeter suitable mitigation to minimise any impact that the introduction	y Common a Airport is co	nd Branscom ommitted to	be airfields. introducing
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be			

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.14 Airspace Option 7a

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



requirement to protect the final approach and initial climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO	: A7b
Option Name: Airspace Option 7b		REJECT	
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary moved south to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the outer zone.		THE STATE OF THE S	THE COLUMN AS A STATE OF THE COLUMN AS A STATE
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be design safety. The design will be compliant with the required technic compatible with the appropriate regulatory requirement procedures would not be contained with this option. ATC so aircraft operating VFR in Class E/Class E+TMZ airspace; resp would be the responsibility of the aircraft captain. Although t of aircraft operating to and from Exeter Airport due to the incr possibility of conflict with GA or military aircraft operating out create choke points resulting in the funnelling of aircraft displanew airspace.	cal criteria ar s. Howeve eparation wo onsibility for his option sh eased level o side of CAS a	nd will be cor r, SIDs and ould not be p maintaining ould enhance f protection, nd it has the	Transition Transition or ovided to separation the safety there is the potential to
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kr	nown outcom	es of the AM	IS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would that protects the critical stages of flight, the final approach a Airport. Class E/Class E+TMZ airspace would create a known to critical stages of flight for IFR operations only.	and initial cli	mb-out path	s, at Exete

access to all airspace users.

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

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

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

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

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

NOT MET	PARTIAL	MET

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

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

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

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



4.2.15 Airspace Option 7b

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



Design Principle Evaluation		OPTION NO): A7c	
Option Name: Airspace Option 7c		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary moved south to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the outer zone.	COUNTY OF THE COUNTY OF T	O CONTROL OF THE PARTY OF THE P	LYMI 155 OUR CASE AND THE SECOND SEC	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, there is the possibility of conflict with GA or military aircraft operating outside of CAS and it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kno	own outcom	es of the AM	IS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D and Class E+RMZ/traffic environment that protects the critical stages of flight, the paths, at Exeter Airport.	-			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



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

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

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

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

NOT MET	PARTIAL	MET

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

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

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



4.2.16 Airspace Option 7c

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



Design Principle Evaluation	OPTION NO	: A8a	
Option Name: Airspace Option 8a	REJECT	-	
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this sub-option.		South Services of the services	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	MET PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, there is the possibility of conflict with GA or military aircraft operating outside of CAS and it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	MET PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the known o	utcomes of the AM	IS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	MET PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	MET PARTIAL	MET	

Summary of Qualitative Assessment: This option will require ATC clearance to access the new

airspace but access to airspace will not routinely be denied.



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

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

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

NOT MET	PARTIAL	MET

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

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.17 Airspace Option 8a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, the lateral dimensions would not allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Some stakeholders expressed concern regarding the proximity of



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



Design Principle Evaluation		OPTION NO: A8b		
Option Name: Airspace Option 8b		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the outer zone.	2 Property and the second seco		O Particular Section 1990	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, there is the possibility of conflict with GA or military aircraft operating outside of CAS and it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own outcon	nes of the AM	IS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



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

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

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

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

NOT MET	PARTIAL	MET

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

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

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



4.2.18 Airspace Option 8b

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



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



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

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

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

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

NOT MET	PARTIAL	MET

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

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

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

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

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



Design Principle Evaluation		OPTION NO: A9a		
Option Name: Airspace Option 9a		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this sub-option.	22.		O COLUMN STATE OF THE STATE OF	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flig safety. The design will be compliant with the required technical criteria and will be consistent at compatible with the appropriate regulatory requirements. However, SIDs and Transition procedur would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, there is the possibil of conflict with GA or military aircraft operating outside of CAS and it has the potential to creat choke points resulting in the funnelling of aircraft displaced by and operating outside of any nearispace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the known outcomes of the AMS.			IS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: This option will requir	e ATC cle	arance to acce	ss the new	

airspace but access to airspace will not routinely be denied.



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Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. This option extends over Farwa ATC clearance will be required to enter the airspace. Exeter suitable mitigation to minimise any impact that the introduction	y Common a Airport is co	nd Branscom ommitted to	be airfields. introducing
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not contain the procedures and the a of CAS is excessive for the protection of the final approach and initial climb out paths.			the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
<i>lummary of Qualitative Assessment</i> : This option provides connectivity to the airways structure but sunlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or eparting from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintai any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, the an increase in noise caused by the funnelling of aircraft displaced by and operating ou			ere may be

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.20 Airspace Option 9a

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



Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO	: A9b
Option Name: Airspace Option 9b		REJECT	
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the outer zone.	THE COLUMN TWO COLUMN		STOCKLES OF STOCKL
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
safety. The design will be compliant with the required technic compatible with the appropriate regulatory requirements. How would not be contained with this option. ATC separation would VFR in Class E/Class E+TMZ airspace; responsibility for ma responsibility of the aircraft captain. Although this option shoperating to and from Exeter Airport due to the increased leve of conflict with GA or military aircraft operating outside of Cachoke points resulting in the funnelling of aircraft displaced be airspace.	vever, SIDs and not be proving the proving second enhander of protections.	nd Transition ded to aircraft paration wo ce the safety n, there is the the the safety at the potential the potent	procedures It operating uld be the of aircraft e possibility al to create
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	own outcom	es of the AM	S.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would that protects the critical stages of flight, the final approach a Airport. Class E/Class E+TMZ airspace would create a known to critical stages of flight for IFR operations only.	and initial cli	mb-out path	s, at Exeter

access to all airspace users.



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

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

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

NOT MET	PARTIAL	MET

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

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

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



4.2.21 Airspace Option 9b

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. Although this option connects to the airways structure, the lateral dimensions would not allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. This option is designed to avoid airspace that is overhead local airfields, although the proximity of the airspace, specifically Class D, to these airfields caused stakeholder concern. However, some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation		OPTION NO): A9c	
Option Name: Airspace Option 9c		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the outer zone.	24 24 354 day		19 10 10 10 10 10 10 10 10 10 10 10 10 10	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, there is the possibility of conflict with GA or military aircraft operating outside of CAS and it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own outco	mes of the AM	1S.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

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

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

NOT MET

PARTIAL

MET

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

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

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

MET



4.2.22 Airspace Option 9c

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



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

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

access to all airspace users.

MET



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

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

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

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

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

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

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.23 Airspace Option 10a

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



The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



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

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



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

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

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

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



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace routinely be denied. Carriage and operation of pressure-altitude reporting transport mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E air aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. Lower airspace extends over Fa airspace extends over Branscombe airfield. ATC clearance will E/Class E+TMZ airspace (if operating under IFR). Exeter Airport mitigation to minimise any impact that the introduction of ninclude the use of alternative forms of electronic conspicuity we	rway Commo be required is committe ew airspace	on airfield an to enter Clas d to introduc may have, w	d the upper s D or Class ing suitable	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar				

to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000

ft compared to current operations.



4.2.24 Airspace Option 10b

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



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

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



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

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

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

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



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions be requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. Lower airspace extends over Fa airspace extends over Branscombe airfield. ATC clearance will E+RMZ airspace (if operating under IFR). Aircraft ope communications prior to entering Class E+RMZ airspace. Exete suitable mitigation to minimise any impact that the introduction	rway Commo be required rating VFR r Airport is co	on airfield an to enter Clas will require ommitted to	d the upper is D or Class e two-way introducing
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides confidence of Commercial Air Transport would be able to remain inside Confidence of Commercial Air Transport would be able to remain inside Confidence of Commercial Air Transport would be able to remain inside Confidence of Commercial Air Transport would be able to remain inside Confidence of Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain inside Commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the commercial Air Transport would be able to remain and the com			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000			

ft compared to current operations.



4.2.25 Airspace Option 10c

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



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

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



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

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

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

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



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace routinely be denied. Carriage and operation of pressure-altitude reporting transpace mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E a aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. Lower airspace extends over Fa airspace extends over Branscombe airfield. ATC clearance will E/Class E+TMZ airspace (if operating under IFR). Exeter Airport mitigation to minimise any impact that the introduction of n include the use of alternative forms of electronic conspicuity of the control of t	arway Commo be required is committe ew airspace	on airfield an to enter Clas d to introduc may have, w	d the upper s D or Class ing suitable	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option any adverse impacts of noise by aircraft operating to or from E an increase in noise caused by the funnelling of aircraft displayed aircraft	xeter Airport	; however, th	ere may be	

new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000

ft compared to current operations.



4.2.26 Airspace Option 10d

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



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

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



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

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

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



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

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

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

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

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

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

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

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

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



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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.27 Airspace Option 10e

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



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

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



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

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

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

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



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



Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.28 Airspace Option 10f

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



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

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



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

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

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

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



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. Lower airspace extends over Fa airspace extends over Branscombe airfield. ATC clearance will E+RMZ airspace (if operating under IFR). Aircraft ope communications prior to entering Class E+RMZ airspace. Exete suitable mitigation to minimise any impact that the introduction	erway Common be required rating VFR or Airport is co	on airfield an to enter Clas will require ommitted to	d the upper s D or Class e two-way introducing
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides confidence of Commercial Air Transport would be able to remain inside Comparting from Exeter Airport.	•		
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000			

ft compared to current operations.



4.2.29 Airspace Option 10g

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



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

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



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

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

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

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



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



Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.30 Airspace Option 10h

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



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

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



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

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

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

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



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



Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.31 Airspace Option 10i

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



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

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



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

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

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



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

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

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

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

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

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

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.32 Airspace Option 11a

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



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



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

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



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

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

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS	5.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

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



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides confidence of Commercial Air Transport would be able to remain inside Confidence of Commercial Air Transport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.			



4.2.33 Airspace Option 11b

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



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

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



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

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

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

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



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



4.2.34 Airspace Option 11c

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



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

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



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

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

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

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



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.				

ft compared to current operations.



4.2.35 Airspace Option 11d

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



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

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



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

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

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



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

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

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

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

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

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



Desig	gn Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the a	dverse impact of aircraft noise and emissions, including			
any	consequential impacts caused by the displacement of			
othe	r air traffic outside of the Controlled Airspace.			
1				

4.2.36 Airspace Option 11e

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



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

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



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

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

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



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

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

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

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

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

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

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

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

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



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

4.2.37 Airspace Option 11f

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



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

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



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

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

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

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



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



4.2.38 Airspace Option 11g

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



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

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



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

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

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



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

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

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

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

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

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.		PARTIAL	MET
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Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

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

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



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

4.2.39 Airspace Option 11h

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



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

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



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

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

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

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



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



4.2.40 Airspace Option 11i

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



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

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



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

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

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

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



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require airspace but access to airspace will not routinely be denied.	re ATC clear	ance to acce	ss the new	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. ATC clearance will be required to enter the airspace. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any				

any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



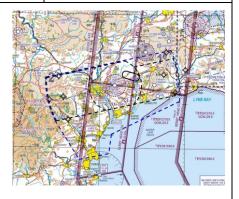
4.2.41 Airspace Option 12a

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



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

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



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

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

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



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

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

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

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

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

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

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

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

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



4.2.42 Airspace Option 12b

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



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

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



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

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

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



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

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

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

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

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

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

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

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

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

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



4.2.43 Airspace Option 12c

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



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

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



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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



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

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

NOT MET

PARTIAL

Design Principle 8: Airspace should be designed to minimise

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

other air traffic outside of the Controlled Airspace.

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4.2.44 Airspace Option 12d

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



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

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



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

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

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

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



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



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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.45 Airspace Option 12e

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



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

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



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

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

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



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



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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

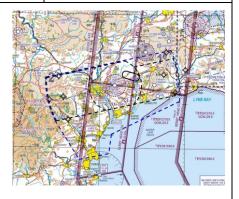
4.2.46 Airspace Option 12f

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



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

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



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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



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

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

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

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

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

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

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

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

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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4.2.47 Airspace Option 12g

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



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

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



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

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



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

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



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

4.2.48 Airspace Option 12h

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



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

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



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

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

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



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

any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.



4.2.49 Airspace Option 12i

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



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

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



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

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

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

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

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



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require airspace but access to airspace will not routinely be denied.	re ATC clear	ance to acce	ss the new	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar				

4.2.50 Airspace Option 13a

ft compared to current operations.

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

to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000



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



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

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



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

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

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



Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. **Design Principle 4:** Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR. Design Principle 5: Airspace designs should, where possible, NOT MET PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ. **Design Principle 6:** The size and categorisation of any new **NOT MET** PARTIAL MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport. **NOT MET** PARTIAL **Design Principle 7:** Airspace should connect to the airways MET structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport. **Design Principle 8:** Airspace should be designed to minimise NOT MET PARTIAL MET the adverse impact of aircraft noise and emissions, including

any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.



4.2.51 Airspace Option 13b

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



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

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



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

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

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



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

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

PARTIAL MET

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

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

NOT MET

PARTIAL

MET

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

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

NOT MET

PARTIAL

MET

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

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

NOT MET

PARTIAL

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

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

NOT MET

PARTIAL

MET



4.2.52 Airspace Option 13c

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



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

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



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

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

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



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

Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects to critical stages of flight for IFR operations only.			rotects the
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Classiful airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will routinely be denied. Carriage and operation of pressure-altitude reporting transponder mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace aircraft operating VFR.			ace will not sponders is
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			be airfields. ating under act that the
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not fully protect the final approach and initia climb out paths.			h and initial
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.53 Airspace Option 13d

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



Design Principle Evaluation	OPTION NO: A13e
Option Name: Airspace Option 13e	REJECT

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



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

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

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



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

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



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			1
any consequential impacts caused by the displacement of			ı
other air traffic outside of the Controlled Airspace.			1

4.2.54 Airspace Option 13e

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



Design Principle Evaluation	OPTION NO: A13f
Option Name: Airspace Option 13f	ACCEPT

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



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

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

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



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



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

4.2.55 Airspace Option 13f

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



Design Principle Evaluation	OPTION NO: A13g		
Option Name: Airspace Option 13g	ACCEPT		

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



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

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

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



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

any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.



4.2.56 Airspace Option 13g

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



Design Principle Evaluation	OPTION NO: A13h
Option Name: Airspace Option 13h	ACCEPT

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



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

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

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



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



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

4.2.57 Airspace Option 13h

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



Design Principle Evaluation	OPTION NO: A13i
Option Name: Airspace Option 13i	ACCEPT

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



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

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



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

any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.



4.2.58 Airspace Option 13i

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



Airport.

access to all airspace users.

Design Principle Evaluation		OPTION NO:	A14a
Option Name: Airspace Option 14a		ACCEPT	
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.		THE COLUMN TWO IS NOT	THE BAY THE BA
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	IOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed safety. The design will be compliant with the required technical compatible with the appropriate regulatory requirements. Only the south of the airport would be contained with this option. Although the safety of aircraft operating to and from Exeter Airport due to it has the potential to create choke points resulting in the funnoperating outside of any new airspace.	criteria an the SID a hough this the incre	d will be con nd transition option shou ased level of	sistent and options to ld enhance protection,
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	IOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	IOT MET	PARTIAL	MET

that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

MET



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

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

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

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

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.59 Airspace Option 14a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to



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



Design Principle Evaluation	OPTION NO: A14b
Option Name: Airspace Option 14b	ACCEPT

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



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

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

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

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

out paths at Exeter Airport.



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



4.2.60 Airspace Option 14b

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



Design Principle Evaluation	OPTION NO: A14c
Option Name: Airspace Option 14c	ACCEPT

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



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

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

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

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



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



4.2.61 Airspace Option 14c

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



Design Principle Evaluation	OPTION NO: A14d
Option Name: Airspace Option 14d	REJECT

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



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

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

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

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

traffic environment to protect the final approach and climb-

out paths at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET				
Summary of Qualitative Assessment: This option will requiairspace or Class E/Class E+TMZ airspace (if operating under routinely be denied. Carriage and operation of pressure mandatory in Class E+TMZ airspace. There will be no restrict aircraft operating VFR.	IFR) but acc -altitude rep	cess to airspa	ace will not sponders is				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area. PARTIAL							
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area, specifically Dunkeswell and Not an impact on their operations but with suitable mitigation in proposed or airspace users from these locations, this option may have providing protection from other airspace users. This option also Branscombe airfields. ATC clearance will be required to enter Clearance users are used to enter Clearance users are used to enter Clearance users. The providing under IFR). Exeter Airport is committed to introduce any impact that the introduction of new airspace may have alternative forms of electronic conspicuity within the TMZ.	rth Hill Airfiel place allowing e a positive i so extends ov lass D or Class ucing suitable	ds. This option of freedom of the second of	on will have movement erations by ommon and MZ airspace to minimise				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET				
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET				
Summary of Qualitative Assessment: This option provides confidence of Commercial Air Transport would be able to remain inside Confidence of Commercial Air Transport.							
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET				



4.2.62 Airspace Option 14d

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



Design Principle Evaluation	OPTION NO: A14e
Option Name: Airspace Option 14e	REJECT

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



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

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

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



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

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

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

Design Princ	ciple 6: T	he size a	nd ca	ategorisation of	any	new	NOT MET	PARTIAL	MET
controlled	airspace	should	be	proportionate	to	the			
requirement	t.								

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

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

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



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

4.2.63 Airspace Option 14e

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



Design Principle Evaluation	OPTION NO: A14f
Option Name: Airspace Option 14f	ACCEPT

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



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

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

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



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

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

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

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

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

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

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

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

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



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			1
any consequential impacts caused by the displacement of			ı
other air traffic outside of the Controlled Airspace.			1

4.2.64 Airspace Option 14f

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



Design Principle Evaluation	OPTION NO: A14g
Option Name: Airspace Option 14g	ACCEPT

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



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

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

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

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



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



4.2.65 Airspace Option 14g

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



Design Principle Evaluation	OPTION NO: A14h
Option Name: Airspace Option 14h	ACCEPT

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



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

NOT MET

PARTIAL

MET

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

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



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

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

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

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

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

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

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

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

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



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

4.2.66 Airspace Option 14h

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



Design Principle Evaluation	OPTION NO: A14i
Option Name: Airspace Option 14i	ACCEPT

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



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

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

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

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



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



4.2.67 Airspace Option 14i

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



Design Principle Evaluation		OPTION NO	: A15a	
Option Name: Airspace Option 15a		ACCEPT		
escription of Option: Layered airspace, lower airspace zenge shaped zone, circular portion 6 nm radius, truncated nm laterally parallel to the runway centreline. Outer area spanded to lozenge shape that includes protection of the LFs, but adjusted to the north to avoid Dunkeswell and North ill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Buthern boundary extended to contain aircraft leaving trway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 000 ft with the stubs nominally 1,500 ft base height to 3,000. The upper airspace top height FL65. Airspace classification ould be Class D for this sub-option.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



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

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

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

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

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

NOT MET	PARTIAL	MET
Ν	IOT MET	NOT MET PARTIAL

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

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

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.68 Airspace Option 15a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to



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



Design Principle Evaluation	OPTION NO: A15b
Option Name: Airspace Option 15b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



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

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

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

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



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



4.2.69 Airspace Option 15b

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



Design Principle Evaluation	OPTION NO: A15c
Option Name: Airspace Option 15c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



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

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

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

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



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.70 Airspace Option 15c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15d
Option Name: Airspace Option 15d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.71 Airspace Option 15d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A15e
Option Name: Airspace Option 15e	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Princ	ciple 6: T	he size a	nd ca	ategorisation of	any	new	NOT MET	PARTIAL	MET
controlled	airspace	should	be	proportionate	to	the			
requirement	t.								

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.72 Airspace Option 15e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A15f
Option Name: Airspace Option 15f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			1
any consequential impacts caused by the displacement of			ı
other air traffic outside of the Controlled Airspace.			1

4.2.73 Airspace Option 15f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15g
Option Name: Airspace Option 15g	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	PARTIAL	MET		

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		



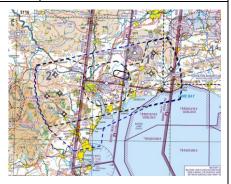
4.2.74 Airspace Option 15g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15h
Option Name: Airspace Option 15h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the kno	Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			1
any consequential impacts caused by the displacement of			ı
other air traffic outside of the Controlled Airspace.			1

4.2.75 Airspace Option 15h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15i
Option Name: Airspace Option 15i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	•
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.		rce will not +RMZ/RMZ information al reason.	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.76 Airspace Option 15i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16a
Option Name: Airspace Option 16a	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport. NOT MET PARTIAL			MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment:	This option will require ATC clearance to access the new
airspace but access to airspace will not	routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.77 Airspace Option 16a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other



airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16b
Option Name: Airspace Option 16b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	5.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any					

any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



4.2.78 Airspace Option 16b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16c
Option Name: Airspace Option 16c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft and 2,000 ft.				

ft compared to current operations.



4.2.79 Airspace Option 16c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16d
Option Name: Airspace Option 16d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



4.2.80 Airspace Option 16d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A16e
Option Name: Airspace Option 16e	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
	l		

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.						
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET			



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new				NOT MET	PARTIAL	MET			
controlled	airspace	should	be	proportionate	to	the			
requiremen	ıt.								

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.81 Airspace Option 16e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A16f
Option Name: Airspace Option 16f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.						
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET			



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			ı
any consequential impacts caused by the displacement of			ı
other air traffic outside of the Controlled Airspace.			
	I		



4.2.82 Airspace Option 16f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16g
Option Name: Airspace Option 16g	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000			

ft compared to current operations.



4.2.83 Airspace Option 16g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16h
Option Name: Airspace Option 16h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. **Design Principle 4:** Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR PARTIAL **Design Principle 5:** Airspace designs should, where possible, NOT MET MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ. Design Principle 6: The size and categorisation of any new NOT MET **PARTIAL** MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures. **Design Principle 7:** Airspace should connect to the airways **NOT MET** PARTIAL MET structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET

remain inside Controlled Airspace when arriving or departing from Exeter Airport.



4.2.84 Airspace Option 16h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the nonlinear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16i
Option Name: Airspace Option 16i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class Dairspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final approa	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.85 Airspace Option 16i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the nonlinear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO	: A17a	
Option Name: Airspace Option 17a		ACCEPT		
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS	5.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the	PARTIAL	MET
local area.		

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.86 Airspace Option 17a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other



airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17b
Option Name: Airspace Option 17b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			branscombe earance will eter Airport etion of new
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final appro	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar			

to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000

ft compared to current operations.



4.2.87 Airspace Option 17b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17c
Option Name: Airspace Option 17c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
			,

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions be requesting pilots to 'standby', unless for urgent operational reason. Communications with pilowill be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on oth airspace users in the local area. Lower airspace extends over Farway Common and Branscom airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance we be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating Will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport committed to introducing suitable mitigation to minimise any impact that the introduction of no airspace may have.			ranscombe earance will erating VFR r Airport is	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the final approach and initial climb of paths and contains procedures.			al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving o departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



4.2.88 Airspace Option 17c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17d
Option Name: Airspace Option 17d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on oth airspace users in the local area. Lower airspace extends over Farway Common and Branscoml airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance we be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airpois committed to introducing suitable mitigation to minimise any impact that the introduction of neairspace may have, which would include the use of alternative forms of electronic conspicuity with the TMZ.			ranscombe earance will eter Airport tion of new
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not fully climb out path.	protect the	final approac	h and initial
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar			

to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000

ft compared to current operations.



4.2.89 Airspace Option 17d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A17e
Option Name: Airspace Option 17e	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out path.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.90 Airspace Option 17e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A17f
Option Name: Airspace Option 17f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final approa	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.91 Airspace Option 17f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17g
Option Name: Airspace Option 17g	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	i.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on othe airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFF will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final approa	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.92 Airspace Option 17g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17h
Option Name: Airspace Option 17h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	s of the AMS		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
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Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			1
any consequential impacts caused by the displacement of			ı
other air traffic outside of the Controlled Airspace.			1

4.2.93 Airspace Option 17h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO: A17i
Option Name:	Airspace Option 17i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
			i

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/R airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay informat transmissions by requesting pilots to 'standby', unless for urgent operational reas Communications with pilots will be established as soon as possible after having instructed them 'stand by'.			ce will not +RMZ/RMZ nformation al reason.
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on oth airspace users in the local area. Lower airspace extends over Farway Common and Branscoml airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance we be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating Visually require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport committed to introducing suitable mitigation to minimise any impact that the introduction of nearspace may have.			ranscombe earance will erating VFR er Airport is
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.94 Airspace Option 17i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18a
Option Name: Airspace Option 18a	ACCEPT
Description of Option: Layered airspace, lower airspace	

lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET

access to all airspace users.



Summary of Qualitative Assessment:	This option will require ATC clearance to access the new
airspace but access to airspace will not	routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new NO	T MET PARTIA	L MET
controlled airspace should be proportionate to the requirement.		

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET	
structure to ensure Commercial Air Transport remain inside				
Controlled Airspace when arriving or departing from Exeter				
Airport.				

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

4.2.95 Airspace Option 18a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders.



This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18b
Option Name: Airspace Option 18b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET

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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.

Summary of Qualitative Assessment This option meets the known outcomes of the AMS.

Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.

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Airport.

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. **Design Principle 4:** Any new airspace should facilitate fair NOT MET PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR. Design Principle 5: Airspace designs should, where possible, NOT MET PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ. **Design Principle 6:** The size and categorisation of any new NOT MET PARTIAL MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all

procedures to the north.	po		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside	NOT MET	PARTIAL	MET
Controlled Airspace when arriving or departing from Exeter			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.96 Airspace Option 18b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18c
Option Name: Airspace Option 18c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Claairspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routine denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmission requesting pilots to 'standby', unless for urgent operational reason. Communications with will be established as soon as possible after having instructed them to 'stand by'.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on oth airspace users in the local area. Lower airspace extends over Farway Common and Branscom airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does covairspace around the airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	PARTIAL	MET			
Summary of Qualitative Assessment: This option protects the final approach and initial climb paths and would contain procedures to the south of the airport but is unlikely to contain procedures to the north.					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		



4.2.97 Airspace Option 18c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18d
Option Name: Airspace Option 18d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Prin	ciple 6: T	he size a	nd ca	ategorisation of	any	new	NOT MET	PARTIAL	MET
controlled	airspace	should	be	proportionate	to	the			
requiremen	it.								

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.98 Airspace Option 18d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A18e
Option Name: Airspace Option 18e	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	•
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			1
any consequential impacts caused by the displacement of			ı
other air traffic outside of the Controlled Airspace.			1

4.2.99 Airspace Option 18e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design	Principle Evaluation	OPTION NO: A18f
Option	Name: Airspace Option 18f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.100 Airspace Option 18f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18g
Option Name: Airspace Option 18g	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain procedures to the south of the a procedures to the north.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



4.2.101 Airspace Option 18g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18h
Option Name: Airspace Option 18h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures in CAS.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.102 Airspace Option 18h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18i
Option Name: Airspace Option 18i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
1			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. **Design Principle 4:** Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. **Design Principle 5:** Airspace designs should, where possible, NOT MET PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. **Design Principle 6:** The size and categorisation of any new **NOT MET** PARTIAL MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures in CAS. **Design Principle 7:** Airspace should connect to the airways **NOT MET** PARTIAL MET structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. **Design Principle 8:** Airspace should be designed to minimise **NOT MET** PARTIAL MET the adverse impact of aircraft noise and emissions, including

any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.



4.2.103 Airspace Option 18i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO: A19		
Option Name: Airspace Option 19		ACCEPT		
Description of Option: Class D CTR and multiple Class D CTAs with varying lower and upper altitudes.		100 100 100 100 100 100 100 100 100 100	TO STATE OF THE PARTY OF THE PA	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.				



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. area. Airspace extends over Farway Common, Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and contains procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of	NOT MET	PARTIAL	MET

4.2.104 Airspace Option 19

other air traffic outside of the Controlled Airspace.

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders considered this option unacceptable due to the complexity of the design and associated safety concerns. This option will be taken forward



and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved. This option could only be implemented without SID or Transition procedures.



5 Updated Designs Following Engagement

5.1 Stakeholder Evaluation of Design Options

Following a review of the design options by the stakeholders that had contributed to the development of the Design Principles, 2 alternate Post-Engagement (PE) options have been developed and included in the Design Principle Evaluation.

5.1.1 Airspace Option PE1

Some stakeholders considered that the large, lozenge airspace around the airport was excessive and that a circle, radius 5 nm, was more acceptable. It was suggested that amendments to Option 3 which included extending the stubs so that they encompass the IFs could be viable and acceptable.

5.1.2 Airspace Option PE2

The size, position and complexity of some of the later options were considered by some stakeholders to be unviable. The options that included layered airspace that provided connectivity and containment were important to some stakeholders. This option reduces the size of the lower airspace structure to reduce the impact on other airspace users, whilst the upper airspace provides connectivity and containment for protection of commercial traffic.

5.1.3 Airspace Option PE3

The size, position and complexity of some of the later options were considered by some stakeholders to be unviable. The options that included layered airspace that provided connectivity and containment were important to some stakeholders. This option reduces the size of the lower airspace structure to reduce the impact on other airspace users and restricts the upper airspace to the south of the airport to provide connectivity and containment for protection of commercial traffic.



Design Principle Evaluation		OPTION NO	: PE1a	
Option Name: Airspace Option PE1a		ACCEPT		
Description of Option: A circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this suboption.	The Control of the Co		Out of the control of	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent an compatible with the appropriate regulatory requirements. However, SIDs and Transition procedure would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, there is the possibility of conflict with GA or military aircraft operating outside of CAS and it has the potential to creat choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own outcor	nes of the AM	IS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will requir	e ATC clea	rance to acce	ss the new	

airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
airspace users in the local area. The stubs extend over Farway be required to enter the airspace. Exeter Airport is committed	mmary of Qualitative Assessment: Any additional airspace is likely to have some impact space users in the local area. The stubs extend over Farway Common airfield. ATC clear required to enter the airspace. Exeter Airport is committed to introducing suitable minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths but does not contain procedures.	e final appro	ach and initia	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce				

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

5.1.4 Airspace Option PE1a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. This option will be taken forward and further design work will be



undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO	PE1b	
Option Name: Airspace Option PE1b		REJECT		
Description of Option: A circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs.	The County of th		SCHOOL STATE OF STATE	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedure would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, there is the possibility of conflict with GA or military aircraft operating outside of CAS and it has the potential to creat choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kno	own outcom	es of the AM	S.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E/Class E+TMZ (if operating under IFR) airspace but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ (if operating under IFR) airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths or contain procedures.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

5.1.5 Airspace Option PE1b

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for

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conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation		OPTION NO: PE1c		
Option Name: Airspace Option PE1c		ACCEPT		
Description of Option: A circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the stubs.	Part of the state		SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIOTIES OF THE TOTAL SOCIETIES OF THE TOTAL	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent an compatible with the appropriate regulatory requirements. However, SIDs and Transition procedure would not be contained with this option. Although ATC separation would not be provided to aircraroperating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, there is the possibility of conflict with GA or military aircraft operating outside of CA and it has the potential to create choke points resulting in the funnelling of aircraft displaced by an operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the know	wn outcom	es of the AM	S.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E (if operating under IFR) airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

established as soon as possible after having histracted them to stand by .				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. The stubs extend over Farway be required to enter Class D or Class E+RMZ (if operating under will require two-way communications prior to entering Class E-committed to introducing suitable mitigation to minimise any airspace may have.	Common air FIFR) airspace RMZ/RMZ a	field. ATC cle e. Aircraft op irspace. Exet	earance will erating VFR er Airport is	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but does not contain procedures.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
C (O				

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



5.1.6 Airspace Option PE1c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for conflict from aircraft operating VFR in Class E+RMZ/RMZ airspace, where ATC separation is not provided. Traffic information from ATC should mitigate this issue. This option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2a
Option Name: Airspace Option PE2a	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

	Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
	Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET

	Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
t	traffic environment to protect the final approach and climb-			
(out paths at Exeter Airport.			

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
airspace users in the local area. The stubs extend over Farvairspace extends over Branscombe, Dunkeswell and North	y of Qualitative Assessment: Any additional airspace is likely to have some users in the local area. The stubs extend over Farway Common airfice extends over Branscombe, Dunkeswell and North Hill airfields. ATC to enter the airspace. Exeter Airport is committed to introducing suitage any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final approa	ach and initia	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be				

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

5.1.7 Airspace Option PE2a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some



of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2b
Option Name: Airspace Option PE2b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



5.1.8 Airspace Option PE2b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO	: PE2c	
Option Name: Airspace Option PE2c		ACCEP ⁻	EPT	
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.	66	Thousa	Transcale Transc	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flig safety. The design will be compliant with the required technical criteria and will be consistent a compatible with the appropriate regulatory requirements. Although ATC separation would not provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information responsibility for maintaining separation would be the responsibility of the aircraft captar Although this option should enhance the safety of aircraft operating to and from Exeter Airport of the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.

NOT MET

PARTIAL

MET

traffic environment to protect the final approach and climb-

out paths at Exeter Airport.



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
			ı

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



5.1.9 Airspace Option PE2c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved



Design Principle Evaluation	OPTION NO: PE2d
Option Name: Airspace Option PE2d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			I the upper nce will be er Airport is tion of new	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.				

ft compared to current operations.



5.1.10 Airspace Option PE2d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: PE2e
Option Name: Airspace Option PE2e	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

5.1.11 Airspace Option PE2e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: PE2f		
Option Name: Airspace Option PE2f	ACCEPT		

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
	I		l

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final appro	ach and initia	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

5.1.12 Airspace Option PE2f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2g
Option Name: Airspace Option PE2g	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	PARTIAL	MET
the rocal area.		

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the know	own outcome	s of the AMS	j.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
			i

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



5.1.13 Airspace Option PE2g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2h	
Option Name: Airspace Option PE2h	ACCEPT	

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
	1		

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS).
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR			ace will not airspace for missions by with pilots arriage and
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			the upper nce will be ft operating Airport is tion of new
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final approa	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

5.1.14 Airspace Option PE2h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2i
Option Name: Airspace Option PE2i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

5.1.15 Airspace Option PE2i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3a
Option Name: Airspace Option PE3a	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET PARTIAL

MET

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the	NOT MET	PARTIAL	MET
CAA's published Airspace Modernisation Strategy and any			
future plans associated with it.			

Summary of Qualitative Assessment This option meets the known outcomes of the AMS.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce					

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

5.1.16 Airspace Option PE3a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable.



This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3b
Option Name: Airspace Option PE3b	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	j.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
Design Finiciple 6. An space should be designed to minimise	INOTIVIET	FAITHAL	IVILI
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
			1

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



5.1.17 Airspace Option PE3b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3c
Option Name: Airspace Option PE3c	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the	PARTIAL	MET
local area.		

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



5.1.18 Airspace Option PE3c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved



Design Principle Evaluation	OPTION NO: PE3d
Option Name: Airspace Option PE3d	REJECT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact or airspace users in the local area. The stubs extend over Farway Common airfield and the airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing somiting in the minimized in minimized and impact that the introduction of new airspace may have, which include the use of alternative forms of electronic conspicuity within the TMZ.			the upper s D or Class ing suitable	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any				

new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000

ft compared to current operations.



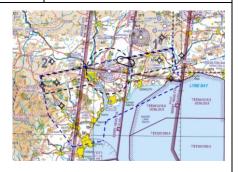
5.1.19 Airspace Option PE3d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: PE3e
Option Name: Airspace Option PE3e	REJECT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

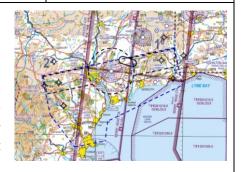
5.1.20 Airspace Option PE3e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: PE3f
Option Name: Airspace Option PE3f	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport. NOT MET PARTIAL				

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

5.1.21 Airspace Option PE3f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3g
Option Name: Airspace Option PE3g	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



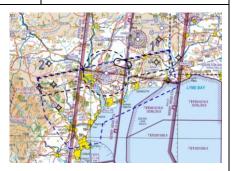
5.1.22 Airspace Option PE3g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3h
Option Name: Airspace Option PE3h	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final approa	ach and initia	al climb out		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.

5.1.23 Airspace Option PE3h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3i
Option Name: Airspace Option PE3i	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



and ideally enhance, aviation safety for all airspace users in the local area.	T MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
			I

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

		,	I
Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
			I

Summary of Qualitative Assessment: Up to 4,000 ft, this option is expected to maintain or reduce any adverse impacts of noise by aircraft operating to or from Exeter Airport; however, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace. Between 4,000 ft and 7,000 ft, any adverse impacts of noise is expected to be similar to current operations. This option is expected to maintain or reduce aircraft emissions up to 7,000 ft compared to current operations.



5.1.24 Airspace Option PE3i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



6 The Design Technical Criteria Evaluation of Design Options

6.1 Technical Criteria Evaluation

The technical criteria detailed in Appendix F to CAP 1616, and shown in Table 4 below, form the basic structure on which the change sponsor builds a formal airspace change proposal. The option that is eventually chosen must be compliant with these technical criteria. The options taken forward to Stage 3 will be assessed so that any operational, technical or training critical interdependencies are identified and plans will be established to resolve any identified issues that arise.

Operational Impact				
	An analysis of the impact of the change on all airspace users, airfields and traffic levels must be provided, and include an outline concept of operations describing how operations within the new airspace will be managed. Specifically, consideration should be given to:			
а	Impact on IFR general air traffic and operational air traffic or on VFR General Aviation (GA) traffic flow in or through the area			
b	Impact on VFR operations (including VFR routes where applicable)			
С	Consequential effects on procedures and capacity, i.e. on SIDs, STARs, and/or holding patterns. Details of existing or planned routes and holds			
d	Impact on aerodromes and other specific activities within or adjacent to the proposed airspace			
е	Any flight planning restrictions and/or route requirements			
Suppoi	rting Infrastructure/Resources			
	General Requirements			
а	Evidence to support RNAV and conventional navigation as appropriate			
b	Evidence to support primary and secondary surveillance radar (SSR)			
С	Evidence of communications infrastructure including R/T coverage			
d	The effects of failure of equipment, procedures and/or personnel with respect to the overall management of the airspace must be considered			
е	Effective responses to the failure modes that will enable the functions associated with airspace to be carried out			
f	A clear statement on SSR code assignment requirements			
g	Evidence of sufficient numbers of suitably qualified staff required to provide air traffic services following the implementation of a change			
Airspa	ce and Infrastructure			



	General Requirements
а	The airspace structure must be of sufficient dimensions with regard to expected aircraft navigation performance and manoeuvrability to fully contain horizontal and vertical flight activity in both radar and non-radar environments
b	Where an additional airspace structure is required for radar control purposes, the dimensions shall be such that radar control manoeuvres can be contained within the structure, allowing a safety buffer.
С	The Air Traffic Management system must be adequate to ensure that prescribed separation can be maintained between aircraft within the airspace structure and safe management of interfaces with other airspace structures
d	Air traffic control procedures are to ensure required separation between traffic inside a new airspace structure and traffic within existing adjacent or other new airspace structures
е	Within the constraints of safety and efficiency, the airspace classification should permit access to as many classes of user as practicable
f	There must be assurance, as far as practicable, against unauthorised incursions. This is usually done through the classification and promulgation
g	Pilots shall be notified of any failure of navigational facilities and of any suitable alternative facilities available and the method of identifying failure and notification should be specified
h	There must be sufficient R/T coverage to support the Air Traffic Management system within the totality of proposed controlled airspace
i	If the new structure lies close to another airspace structure or overlaps an associated airspace structure, the need for operating agreements shall be considered
j	Should there be any other aviation activity (low flying, gliding, parachuting, microlight site, etc) in the vicinity of the new airspace structure and no suitable operating agreements or air traffic control procedures can be devised, the change sponsor shall act to resolve any conflicting interests
	ATS Route Requirements
а	There must be sufficient accurate navigational guidance based on in-line VOR/DME or NDB or by approved RNAV derived sources, to contain the aircraft within the route to the published RNP value in accordance with ICAO/Eurocontrol standards
b	Where ATS routes adjoin terminal airspace there shall be suitable link routes as necessary for the ATM task
С	All new routes should be designed to accommodate P-RNAV navigational requirements
	Terminal Airspace Requirements
a	The airspace structure shall be of sufficient dimensions to contain appropriate procedures, holding patterns and their associated protected areas
b	There shall be effective integration of departure and arrival routes associated with the airspace structure and linking to designated runways and published instrument approach procedures (IAPs)
С	Where possible, there shall be suitable linking routes between the proposed terminal airspace and existing en-route airspace structure



d	The airspace structure shall be designed to ensure that adequate and appropriate terrain clearance can be readily applied within and adjacent to the proposed airspace
е	Suitable arrangements for the control of all classes of aircraft (including transits) operating within or adjacent to the airspace in question, in all meteorological conditions and under all flight rules, shall be in place or will be put into effect by the change sponsor upon implementation of the change in question (if these do not already exist)
f	The change sponsor shall ensure that sufficient visual reference points are established within or adjacent to the subject airspace to facilitate the effective integration of VFR arrivals, departures and transits of the airspace with IFR traffic
g	There shall be suitable availability of radar control facilities
h	All new procedures should, wherever possible, incorporate Continuous Descent Approach (CDA) profiles after aircraft leave the holding facility associated with that
	procedure
	Off-Route Airspace Requirements
а	

Table 4 – Technical Criteria Requirements for Submission of a Formal Proposal