INITIAL O	OPTIONS AF	APPRAISA											
				Issue 4 Draft A	1	1			1				
			Summary of Analysis	The Do Nothing (Departures) option represents the current situation where there are no published departure Instrument Flight Procedures. Departing	This option provides an obstacle-cleared IFR departure at Exeter Airport, whic may include specific restrictions to be applied as part of the procedure	This option has minimal noise impact and represents the shortest track miles for aircraft routing to the north. This route passes close to North Hill and Dunkerswell airfields. This is an alternate option due to the proximity to North	This option has minimal noise impact but represents further track miles than the previous option. However, this route is further from North Hill and	This option has minimal noise impact and represents the shortest track miles for aircraft routing to the south. This is the preferred option for departures t	This option would only be available outside of the operating hours of the EG D012 Lyme Bay North and EG D013 Lyme Bay Danger Areas and represents a good option for aircraft	Runway 25 departure options will have a significantly worse noise impact than the Do t Nothing option due to the design requirements. There will also be an increase in track	Anney 24 departure options will have a significantly worse noise inpact than the Do- teching option due to the design regulations. There will also be an increase in track- miles and develops emissions. This option will be taken forward: as an abstrate option to that a full environmental impact assessment can be made to thoge 3. Due the Apport will on too have introduces and outpact and if it is considered that the impact of this option is too price of provolves at any cost, and if it is considered that the impact of this option is too price. Development and the areases 4.	This option would only be available outside of the operating hours of the EG D012 Lyme Bay North and EG D013 Lyme Bay Danger Areas and represents a good option for aircraft	Runway 26 departure options will have a significantly worse noise impact than the Nothing option due to the design requirements. There will also be an increase in
				aircraft follow the Noise Abatement Procedures before routing direct as flight planned, through Class G airspace, to join the en-route airways network. ATC	including avoidance of specific sectors, or altitude or design-gradient limitations such that the procedure could be designed to perform in a similar	Dunkeswell airfields. This is an alternate option due to the proximity to North Hill and Dunkeswell airfields.	Dunkeswell airfields. The alignment of the northern track with the en-route airways structure above will make integration with the new airspace structure.	the south.	routing to the south-east. This is not the most direct route to NOTRO. However, the initial part of the route is aligned with the southern departure route until over the sea,	miles and therefore emissions. This option will be taken forward as an alternate option so that a full environmental impact assessment can be made at Stage 3. Easter Airport will	miles and therefore emissions. This option will be taken forward as an alternate option so that a full environmental impact assessment can be made at Stage 3. Exeter Airport	Bay North and EG DOI 21 yee Bay Danger Areas and represents a good option for aircraft roufing to the south-east. Ranavay 26 departure options will have a lightfamily worse noise inpact than the Do Nothing option due to the degin requirement. There will also be an increase in track miles and therefore emissions. This option will be taken forward	miles and therefore emissions. This option will be taken forward as the preferre so that a full environmental impact assessment can be made at Stage 3. Easter A
				monitoring is required to provide safe separation from known or unknown	way to the Standard Instrument Departure procedure options that are being		always structure above will make integration with the new airspace structure easier to achieve. The position of the track can be moved laterally to fit in with the new airways structure above. This is the preferred option for departures to		and will have minimal noise impact. This is the preferred option for departures to the	not look to introduce procedures at any cost, and if it is considered that the impact of this	will not look to introduce procedures at any cost, and if it is considered that the impact of	be an increase in track miles and therefore emissions. This option will be taken forward	will not look to introduce procedures at any cost, and if it is considered that the
				oanc.	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 wi be required to provide safe separation from known or unknown traffic.		the new anways structure above. Ins is the prevened option for departures to the north due to the increased separation from North Hill and Durkeswell		IOUT ABE.	opson is too great, the opson wai be ramoved.	this option is too great, the option will be removed.	as an alternate option so that a full environmental impact assessment can be made at Stage 3. Easter Airport will not look to introduce procedures at any cost, and if it is considered that the impact of this option is too great, the option will be removed.	this option is too great, the option will be removed.
					Class G aimpace, to join the en-route airways network and ATC monitoring wi be required to provide safe segaration from known or unknown traffic.		artelo.					considered that the impact of this option is too great, the option will be removed.	
Group				Do Nothing (Departures)	Omsidirectional Departures	Runway OII SID (north – direct)	Runway 08 SID (north - dogleg)	Runway 08 SID (south – direct)	Runway OE SID (south - dogleg)	Rumany 26 SID (north-east)	Runway 26 SID (south)	Runway 25 SID (south-east)	Runway 26 Extended SID (north-east)
					Option S0	Option S1	Option 52	Option S6	Option 57	Option S10	Option 512	Option 513	Option S17
Communities	Noise impact o	act on health In	Initial Options Appraisal:	Aircraft departing IFR from Easter Airport will follow the published noise abate	This option will be designed to be flown at optimum aircraft performance and	This option will be designed to be flown at optimum aircraft performance and	This option will be designed to be flown at optimum aircraft performance and	This option will be designed to be flown at optimum aircraft performance an	This option will be designed to be flown at optimum aircraft performance and with	This option will be designed to be flown at optimum aircraft performance and with	This option will be designed to be flown at optimum aircraft performance and with	This option will be designed to be flown at optimum aircraft performance and with	This option will be designed to be flown at optimum aircraft performance and wit
	and quality of I	y of life Q	Qualitative	ment procedures before routing direct to their nominated airways joining point. The published noise abatement procedures are adequate for	with continuous climb profile to minimise noise. The procedure design would still adhere to the extant noise abatement procedures, where aircraft would	with continuous climb profile to minimise noise. The procedure design would still adhere to the estant noise abatement procedures, where aircraft would	with continuous climb profile to minimise noise. The procedure design would still adhere to the extant noise abatement procedures, where aircraft would	with continuous climb profile to minimise noise. The procedure design would still adhere to the estant noise abatement procedures, where aircraft would	continuous climb profile to minimise noise. The procedure design would still adhere to the edant noise abatement procedures, where aircraft would climb to 1,500 feet (h)	continuous climb profile to minimise noise. The procedure design would still adhere to the extant noise abatement procedures, where aircraft would climb to 1,000 ft aal before	continuous climb profile to minimise noise. The procedure design would still adhere to the extant noise abatement procedures, where aircraft would climb to 1,000 ft aal before	continuous climb profile to minimise noise. The procedure design would still adhere to the estant noise abatement procedures, where aircraft would climb to 1,000 ft aal before	continuous climb profile to minimise noise. The procedure design would still adh the extant noise abatement procedures, where aircraft would climb to 1,000 ft as
				maintaining a noise footprint that does not unduly impact the lives of residents The area to the east of the airport is a rural part of Devon with no large built-up	c climb to 1,500 feet (ft) above serodrome level (asi) before turning. Due to the design constraints, this could mean that the ground track of aircraft would be		climb to 1,500 feet (H) above serodrome level (sal) before turning. Due to the design constraints and the inclusion of a dog-leg, the ground track of aircraft	climb to 1,500 feet (%) above aerodrome level (sal) before turning. Due to th design constraints, this would mean that the ground track of aircraft would it	 above serodrome level (asl) before turning. Due to the design constraints, this would mean that the ground track of aircraft would be different to that flown today, resulting in 	turning. Due to the design constraints, this would mean that aircraft would be over built- up areas of the City of Exeter before any turns are commenced. This would result in the	turning. Due to the design constraints, this would mean that aircraft would be over bulk up areas of the City of Datter before any turns are commenced. This would result in the	turning. Due to the design constraints, this would mean that aircraft would be over bulk- up areas of the City of Electer before any turns are commenced. This would result in the	turning. Due to the design constraints, this would mean that aircraft would be ov up areas of the City of Exeter before any turns were permitted. In order to mitigate
				areas and a few small villages and hamlets. There is no significant impact on local communities in this area. To the west of the almost the unailed and of	different to that flown today, resulting in the possible overflight of new locations. This must enable be desired to exact large built-on many and be	different to that flown today, resulting in the possible overflight of new locations. This route works large built-up areas and is over a running area of	would be different to that flown today, resulting in the possible overflight of new institutes. This must excide large bulk-on areas and is over a sural areas of	different to that flown today, resulting in the possible overflight of new locations. This route purch large hulburn areas and is over a running of	the possible overfight of new locations. This route avoids large built-up areas and is over a new area of Decor. There are a number of smaller insert will see close to or	r overfight of residential locations within the city. Once clear of the city, the route is over a number and flavors with numerous small villages and hamilets up some numflabil of them.	overflight of residential locations within the city. Once clear of the city, the route is over a nord area of Decore with a small number of small silices and harden an arms overflight	overflight of residential locations within the city. Once clear of the city, the route is over a most area of Decon with a small number of small siliness and hamlets an some overflight	Increase in noise caused by aircraft turning, this option continues straight ahead or nurway heading until beyond the western edge of the built-up area of Exeter. This
				Runway 25 lies approximately 1.85 nm from the densely populated eastern	over rural areas of Devon, where there are numerous small villages and	Despite constraints, the weak mean relativity down in the order of a constraint would be different to the flows today, resulting in the possible overflight of new locations. This node avoids large built-op areas and is over a rural area of Devon with numerous small villages and hamlets, to some overflight of these locations may occur. This illikely to be a similar impact to the Do Nothing	climb to 1,500 feet [h] above aerodorene level (ad) before turning. Due to the design constraints and the inclusion of a dag-leg, percentitrack of alercalt would be different to that flown today, enulling in the possible overlight of there locations. This note aread learge built-op areas and is over a runal area of Denon with numerous runal villages and hamilts, so some overlight of these locations may occur. This is flags to be a similar impact to the Ob folding	Devon. There are a number of smaller towns and villages close to or beneat	beneath the proposed route. Further modifications to the route could be introduced to	In this point we is a singler to show at symposium at strap performance take uses the ender strate adaptive takes more than the strap performance and use and the rest strate strate adaptive takes the strap performance and the strap for the strategies. Due to the design constraints, this would resure that constraints the our enders at the strap of the interest strategies and the strap. The strap is the energiest of an adaptive takes the strap the strap strap strap is the total resure of these strap is the strap and heading strategies at the locations may accure. The strain inpact of this system is their to be worse than the Os hadring strates.	of these locations may occur. The noise impact of this option is likely to be worse than th	e of these locations may occur. The noise impact of this option is likely to be worse than th Do Nothing option.	e result in the overfight of residential locations within the city and would take aircr
				similities or the cary or exercise. Generally, and and are able to turn prior to overflying this area but there is a small impact on local communities, but this is	to have a similar impact to the Do Nothing option.	option, although different locations are likely to be affected.	option, although different locations are likely to be affected.	clebs to 1,500 ket (b) does and one-level (a) platfers turing. Due to the deep constraints, the world mean that the graved tack of a fairsh would different to that flows today, multip; in the possible overlight of new leaders. This reak and high public parameters are narrians as of Deess. There are a number of smaller tasks and slages does to of benefit the proposed noise. Further modifications to the noise could be induced thy and and these larger locations. It is new planters are numerous smaller leages and herein backcalible contents. It is high planter in planters.	b) by and avoid these arger locations. However, there are numerous smaller visages and hamlets that could be overflown. It is likely that the impact is slightly greater than the Do				to the koyal Divon & Exeter Holpital in the city. Once cear or the city, the route in rural area of Devon with numerous small villages and hamlets, so some overflight
				not considered significant.		The introduction of CAS to contain the procedure may result in the		villages and hamlets that could be overflown. It is likely that the impact is slightly greater than the Do Nothing option, with different locations likely to I		The introduction of CKS to contain the procedure may result in the redistribution of GA aircraft avoiding the aircrace which may result in the overfields of different areas.	The introduction of GKS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	The introduction of GAS to contain the procedure may result in the redistribution of GA aircraft avoiding the aircoace which may result in the overfield of different areas.	locations may occur. The noise impact of this option is likely to be worse than the Nothine option.
						In the backbar to Coal and cancer in your declare may result in the redistribution of GA aircraft avoiding the airpace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	redistribution of GA sircraft avoiding the airspace which may result in the overflaht of different areas, including many of transmittly. This will have more	affected.	The introduction of CRG to contain the procedure may result in the redistribution of GA aircraft auciding the aircraft which may result in the nearflaht of different areas	In the social of the single which may result in the overfight of different areas, including areas of rangality. This will have more of an impact compared to the Do Nothing option.	including areas of tranquility. This will have more of an impact compared to the Do Nothing option	introduction to do to contrain the processor may result in the overfight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	The introduction of CRS to contain the procedure may result in the redistribution
						of an impact compared to the Do Nothing option.	of an impact compared to the Do Nothing option.	The introduction of CAS to contain the procedure may result in the	International and the second and the product many result in the reserve that the second and the alroady areas of transport which may result in the overfight of different areas, including areas of transport by. This will have more of an impact compared to the Do Nothing option.				aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the D
								redistribution of GA aircraft avoiding the airspace which may result in the overlight of different areas, including areas of tranquility. This will have mo	Noting option.				Including areas or tranquisity, this will have more or an impact compared to the D Nothing option.
								of an impact compared to the Do Nothing option.					
Communities	Air Quality	/ In	Initial Options Appraisal:	Due to the effects of mixing and dispersion, emissions from aircraft above	Due to the effects of mixing and dispersion, emissions from aircraft above	Due to the effects of mixing and dispension, emissions from aircraft above	Due to the effects of mixing and dispersion, emissions from aircraft above	Due to the effects of mixing and dispersion, emissions from aircraft above	Oue to the effects of mixing and dispension, emissions from aircraft above 1,000 ft amai	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amil	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amai	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft
		٩	Qualitative	1,000 ft above mean sea level (amst) are unlikely to have a significant impact o local air quality. Departing aircraft will generally climb above 1,000 ft within 2.	 1,000 ft above mean sea level (ams) are unlikely to have a significant impact o local air quality. Departing aircraft would still need to conform to the estant. 	1,000 ft above mean sea level (amsi) are unlikely to have a significant impact or local air quality. Departing aircraft would still need to conform to the estant	Due to the effects of making and dispersion, emissions from alroralit above a 1,000 ft above mean sea level (ams) are unlikely to have a significant impact or local air outline. Description alrorativ would still read to conform to the extent	1,000 ft amsi are unlikely to have a significant impact on local air quality. Departine aircraft would still need to conform to the estant noise abatement	Due to the effects of mixing and dispersion, environment than extend above 3.000 mem, an undikely the base a significant impact on local of quality, powering introduct would cell need to conform to the extent roles abstratement procedures when filter (b) departure roles, which register than to cload the maximum rate countable with single to 1,500 that functions that the second of the conduct of the site of the site of the Rationage site function. There is separated to be no changes to local air quality to the Do Mathing options.	are unlikely to have a significant impact on local air quality. The design constraints for this procedure would mean that aircraft could remain below 1.000 ft until over the City of	are unlikely to have a significant impact on local air quality. The design constraints for thi procedure would mean that aircraft could remain below 1.000 ft until over the Chy of	Note the effects of endings and dispersion, eviduates there winds down 2, 2000 ft many is a endined to have a self-law to have a final self-self-self-self-self-self-self-self-	are unlikely to have a significant impact on local air quality. The design constraints procedure would mean that aircraft could remain below 1.000 ft until over the Cit
				nm of the airport and turn as soon as possible to avoid the City of Exeter.	noise abatement procedures when flying this departure route, which requires them to climb at the maximum rate compatible with sofers to 1,500 ft as	noise abatement procedures when flying this departure route, which requires them to climb at the maximum role compatible with refer to 1 500 fr as	noise abatement procedures when flying this departure route, which requires them to climb at the maximum rate compatible with refers to 1 500 ft as	procedures when flying this departure route, which requires them to climb a the maximum rate contractible with safety in 1 500 ft as before horizon. The	route, which requires them to climb at the maximum rate compatible with safety to 1,500 If not before turning. There is presented to be no channes to local at multiply to the Do.	D Exeter, which could have an impact on the local air quality. However, the design heights are a worst-reas sometric and in the majority of reast aircreft and (the shis in follow a	Darter, which could have an impact on the local air quality. However, the design heights are a second runs scenario and in the mainche of runs a screen world he shists follow a	Exeter, which could have an impact on the local air quality. However, the design heights are a worst-rate scenario and in the maincish of rates a screet would be able to follow a	Exeter, which could have an impact on the local air quality. However, the design have a worst-rate screenin and in the maincise of rates a screening would be able to for
				It is considered that there will be little or no impact on the Deeter AQMA and no	before turning. There is expected to be no change to local air quality to the Do	before turning. There is expected to be no change to local air quality to the Do	before turning. There is expected to be no change to local air quality to the Do	is expected to be no change to local air quality to the Do Nothing option.	Nathing option.	similar height profile to current procedures and hence would be above 1,000 ft prior to	similar height profile to current procedures and hence would be above 1,000 ft prior to	similar height profile to current procedures and hence would be above 1,000 ft prior to	similar height profile to current procedures and hence would be above 1,000 ft pr
				impact on the chearton and custompton AcjurAs.	Nothing option.	Nothing option.	Nothing option.	There will be no change in the Easter, Crediton or Cullompton AQMAs as a	There will be no change in the Datter, Crediton or Cullompton AQMAs as a result of	overnying the out-op areas. As a result, it is anticipated that there would be no significant change to local air quality to the Do Nothing option.	significant change to local air quality to the Do Nothing option.	significant change to local air quality to the Do Nothing option.	oversying the built-up areas. As a result, it is anticipated that there would be no significant change to local air quality to the Do Nothing option.
					There will be no change in the Deter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Guilompton AQMAs as a result of implementing this option.	result of implementing this option.	implementing this option.	The firster 1/2011 second a state of solar mode in firster. The second state in this	The Funder 1/2013 research and produce search in Funder. The search of sector has been	The Forder 1/2011 server a serveral of series could in Forder. The serviced series for the	The Poster MOME encourses and starts of malor search in Poster. The encoded starts in
										procedure does not directly overfly any of the roads within the AQMA below 1,000 ft. Invester: the nominal minist at which simplify reach 1,000 ft is anomalmeteds 200 metros.	procedure does not directly overfly any of the roads within the AQMA below 1,000 ft.	produces does not diverge overful any of the reads within the AGMA bases (1007). Netwey, the notating pict at which in a result 1007 is pictured by the method of the AGMA bases (1007), the result of the AGMA bases of the AGMA, there may be a small repart on local ar quely. As previoually restingues, this is the words care sometric and a card the Table to achieve the AGMA. This represents not change for the AGMA. This represents the AGMA for the AGMA base of the AGMA.	procedure does not directly overfly any of the roads within the AQMA below 1,000 linearum, the nominal point at which size of reach 1,000 ft is anomalmately 200.
										from the boundary of the AQMA, so there may be a small impact on local air quality. As	from the boundary of the AQMA, so there may be a small impact on local air quality. As	from the boundary of the AQMA, so there may be a small impact on local air quality. As	from the boundary of the AQMA, so there may be a small impact on local air qualit
										1,000 ft before this point so there is unlikely to be any impact on the AQMA. This	1,000 ft before this point so there is unlikely to be any impact on the AQMA. This	1,000 ft before this point so there is unlikely to be any impact on the AQMA. This	1,000 ft before this point so there is unlikely to be any impact on the AQMA. This
									1	There will be no change in the Crediton or Cultompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Culiompton AQMAs as a result of implementing this option.	There will be no charge in the Crediton or Cullompton AQMAs as a result of impler this option.
									1				
Wider Society	Greenhouse G	ne Gas impact	Initial Options Appraisal:	The lack of approved procedures does not support optimum aircraft	This option does not support optimum aircraft performance and will therefore	Procedure design requirements will mean that aircraft will continue on runway	Procedure design requirements will mean that aircraft will continue on runway	Procedure design requirements will mean that aircraft will continue on nurw	Procedure design requirements will mean that aircraft will continue on nurway heading	Procedure design requirements will mean that aircraft will continue on runway heading	Procedure design requirements will mean that aircraft will continue on runway heading	Procedure design requirements will mean that aircraft will continue on runway heading	Procedure design requirements will mean that aircraft will continue on runway he
		٩	Qualitative	performance and will therefore have an environmental impact in terms of emissions. Aircraft are unlikely to be able to perform continuous rises.	have an environmental impact in terms of emissions. Aircraft are unlikely to b able to perform continuous climb operations and aircraft are likely in he	heading for longer than currently, before turning to the north. This is likely to slightly increase the number of track miles flown over current provedures	heading for longer than currently, before turning to the north. This is likely to increase the number of track miles flown over current procedure* The	heading for longer than currently, before turning to the south. This is likely to increase the number of track miles flown over current procedures. Any	for longer than currently, before turning to the south. This is likely to increase the number of track miles flown over current procedures. Any amendments in the recovariant	for longer than currently, before turning to the north. This is likely to increase the number of track miles flown over current procedures. Improved climb preliae and	Procedure design requirements will mean that aircraft will continue on runway heading for longer than currently, before turning to the south. This is likely to slightly increase th number of track miles flown over current procedures. However, improved climb profiles	for longer than currently, before turning to the south. This is likely to increase the number of track miles flown over current procedures. Improved climb profiles and	for longer than currently, before turning to the north. This will increase the numb track miles flown over current procedures. Improved climb profiles and integratio
				operations and aircraft are likely to be restricted in height waiting for clearance to join aircrane. This will mean higher a	 restricted in height waiting for clearance to join airways. This will mean higher antise neuror settings and grapher truth in the law of the first height. 	Nowever, improved climb profiles and integration into the en-route network should result in less import overall	Inclusion of a dog-leg will also increase the number of track miles flown over	amendments to the proposed track to avoid small towns or larger villages m she brows track mileses. Immoved that work to avoid start	9 Procedure design requirements will mean that alroaff will continue on nunway heading for longer than currently, before turning to the seads. This is likely to increase the number of risks of his flows over current providers. Any amenites to the program of the sead small beans or longer villagen may also increase track mileage. Improved direct profiles and legation in the her-visual network house it have program impact caused by the greater number of track miles flows.	Integration into the en-route network should lessen the increased impact caused by the evaluer number of track miles frown	and integration into the en-route network should result in less impact overall.	integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown.	the en-route network taked lessen the increased impact caused by the graph of of track miles flown but the overall impact is likely to be greater than the Do Nothing of track miles flown but the overall impact is likely to be greater than the Do Nothing of track miles flown but the overall impact is likely to be greater than the Do Nothing the Do Nothing Statement of the Do Nothing the Do Nothing Statement of the Do Nothing the Do Nothing Statement of the Do Nothing the Do Nothing
				miles, impacting fuel burn and emissions. Whilst awaiting airways joining	emissions. Procedure design requirements may also mean that aircraft will emission any answer booling in the land		network should lessen the increased impact caused by the greater number of book articulture.	en-route network should lessen the increased impact caused by the greater	Impact caused by the greater number of track miles flown.				option.
				one environment as the increased method of avoiding action in relation to other airspace users operating in Class G airspace.	 Non-wave of nutway neading for single than currently, before turning onto the required heading. This is likely to slightly increase the number of track miles 		track miles flown.	number of track miles flown.					
					Nown over current procedures. Whilst awaiting airways joining clearance, there is also the increased likelihood of avoiding action in relation to other								
					ainspace users operating in Class G aimpace.				1				
Wider Society	Capacity and n	ind resilience in	Initial Options Appraisal: Qualitative	Continuing to use extant procedures would maintain current capacity, however resilience would be significantly affected. This option is an ineffective way of	 This option would maintain current capacity, however resilience may be significantly affected. Deter Airport would not meet the airporce 	This option does support the management of capacity and revilience and was developed in coordination with NATS as part of FAGS 5 in accordance with the UK Arsysce Moderniastion Strategy. The procedure has been designed to integrate with the en-route structure and should improve resilience over the no bother ends.	This option does support the management of capacity and resilience and was developed in coordination with NATS as part of FAGI-5 in accordance with the	This option does support the management of capacity and resilience and was developed in coordination with NATS as part of FASI-S in accordance with th	This option does support the management of capacity and resilience and was developed in coordination with NATS as part of FAG-5 in accordance with the UK Airspace	This option does support the management of capacity and resilience and was developed in coordination with NATA's spect of FAG-5 is accordance with the UKAnpace Modernization Zondey. The proceedure has been developed to integrate with the en-route structure and should improve resilience over the Do Nothing option.	This option does support the management of capacity and resilience and was developed in coordination with NATS as part of FAGI-5 in accordinors with the UK Airspace	This option does support the management of capacity and resilience and was developed in coordination with NATS as part of FASI-5 in accordance with the UK Ainspace	This option does support the management of capacity and resilience and was deve in coordination with NATS as part of FASI-5 in accordance with the UK Airspace
				managing airspace. Exeter Airport would not meet the airspace modernisation priorities, including the coordination with other airspace users as part of the	modernisation priorities, including the coordination with other airspace users as part of the EEG.5 coveramme. There is a high likelihood of aircraft bairs	UK Airspace Modernisation Strategy. The procedure has been designed to internate with the encode structure and should improve realizons over the	UK Airspace Modernisation Strategy. The procedure has been designed to internate with the encrude structure and should immove mellioner over the	UK Airspace Modernication Strategy. The procedure has been designed to integrate with the enumber of structure and should improve realizing over the	Modernitation Strategy. The procedure has been designed to integrate with the en-route structures and should immove realizes war the Dis Nothing region.	 Modernitation Strategy. The procedure has been designed to integrate with the en-route structure and should immune neillance over the Do Nothing option. 	Modernisation Strategy. The procedure has been designed to integrate with the en-routs structure and should immove realizing over the Dn Nothing retires.	Modernisation Strategy. The procedure has been designed to integrate with the en-route structure and should improve realizers over the Dn Nothing option.	Modernication Strategy. The procedure has been designed to integrate with the en structure and should improve resilience over the Do Nothing option.
				FASI-5 programme. There is a high likelihood of aircraft being factically verticeed to ATC to world understand alternative to the first factors.	tactically vectored by ATC to avoid unknown aircraft close to their flight paths which could lead in flight datus both	Do Nothing option.	Integrate with the en-roune structure and should improve resilience over the Do Nothing option.	Integrate with the en-route structure and should improve resisence over the Do Nothing option.		and a second	and the second sec	a ne or arms dance	
				could lead to flight delays both on the ground and in the air. This could have a	have a significant impact on the resilience of the airport.								
				significant impact on the resilience of the airport.									
Wider Society	Tranquility	ty In	Initial Options Appraisal:	The impact from departing aircraft on Dartmoor National Park and Blackdown	It is likely that this option could be designed to perform in a similar way to the	This option avoids National Parks and Areas of Outstanding Natural Beauty	This option avoids National Parks and AONE so is expected to have no change	This option avoids National Parks but overfiles the western extremes of the	This option avoids National Parks but overfiles the western extremes of the East Devon ADNE. Aircraft will be above 2,000 ft and continuing to climb at this point. This is likely to	This option avoids National Parks and Areas of Outstanding Natural Beauty (ADNB) so is	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is exercised to have no charse on the impact on transuility compared to the Do Nathier	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) to is executed to have no chance on the impact on transpillity compared to the Do Nothine	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB expected to have no charae on the impact on transuility compared to the Do Nati
		٩	Qualitative	Hills and East Devon Areas of Outstanding Natural Beauty is likely to be insignificant as aircraft are likely to be approaching, or above, 7,000 ft over	Standard Instrument Departure procedure options that are being considered, hence for some departure directions, there may be an increase on the impact	(AONE) so is expected to have no change on the impact on tranquility compared to the Do Nothing Option.	on the impact on tranquility compared to the Do Nothing Option.	this point. This is likely to have an increased impact on tranquility compared	AONE. Aircraft will be above 2,000 ft and continuing to climb at this point. This is likely to to have an increased impact on tranquility compared to the Do Nothing Option.	 expected to have no change on the impact on tranquility compared to the Do Nothing Option. 	espected to have no change on the impact on tranquility compared to the Do Nothing Option.	expected to have no change on the impact on tranquility compared to the Do Nothing Option.	expected to have no change on the impact on tranquility compared to the Do Not Option.
				these areas.	on tranquility compared to the Do Nothing Option. However, it is also possib that design restrictions could avoid areas of tranquility which would result in	The introduction of CAS to contain the procedure may result in the	The introduction of GAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more	the Do Nothing Option.	The introduction of CAS to contain the procedure may result in the redistribution of GA		The introduction of CAS to contain the procedure may result in the redistribution of GA	The introduction of GAS to contain the procedure may result in the redistribution of GA	The introduction of CAS to contain the procedure may result in the redistribution of
					no change on the impact on tranquility compared to the Do Nothing Option.	overfight of different areas, including areas of tranquility. This will have more	overlight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	The introduction of CKS to contain the procedure may result in the redistribution of GA alrcraft avaiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have mo	aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	alrcraft avoiding the aimpace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do
						of an impact compared to the Do Nothing option.		overfight of different areas, including areas of tranquility. This will have no of an impact compared to the Do Nothing option.	 Nothing option. 	Nothing option.	Nothing option.	Nothing option.	Nothing option.
Wider Society	Biodiversity	ty In Q	Initial Options Appraisal: Qualitative	Maintaining the current departure procedures would not require any ground- based infrastructure work so this option is not predicted to have any impact or	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support	This option is not expected to result in any changes to biodivenity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any charges to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.
				biodversity.	Implementation.	implementation.	implementation.	Implementation.					
General Aviation	keen	In	Initial Ontines American	No changes are recorded in the parameters of the singurary structure except	This cotion would not causing the implementation of C&S in contain the	The introduction of CAS in contain the monochrons is likely to have an impact on	The introduction of CSC to contain the rescalures is likely to have an impact or	The introduction of CES to contain the score-shares is likely to have an interact	The introduction of CES in contain the researching is likely in here an integri on arrays in	The introduction of CEC to contain the recorduras is likely in house an impact on access in	The introduction of CEC to motion the recordings is Back to have an investion arrests to	The introduction of CEC to mobile the non-adverse is Body to have an impart on arrest to	The introduction of C&S in contain the nerveduces is likely in have an inner i on an
		9	Qualitative	Exeter Airport and therefore no change to airspace access is predicted with thi online	a procedures, so no charges are proposed to the parameters of the airspace structure around Easter Airsont and therefore no charge in simplere arrests in	access to GA. Access to airspace for GA will be in accordance with the airspace classification. GA aircraft out able or willing to acress the airspace will be	access to GA. Access to aimpace for GA will be in accordance with the aimpace destification. GA aimpaft out able or willing to around the aimpace will be	access to GA. Access to airspace for GA will be in accordance with the airspa classification: GA storad not able or willing to arrest the storage will be	m The introduction of CAG to contain the procedures in likely to have an impact on access to a GA. Access to aimpace for GA will be in accordance with the aimpace classification; GA aimcraft not able or willing to access the aimpace will be required to avoid. This represent a greater impact than the Oo Noting option.	GA. Access to aimpace for GA will be in accordance with the aimpace classification; GA aimmit not aliance willing to arrays the aimpace will be required to accid. This represents	GA. Access to aimpace for GA will be in accordance with the aimpace classification; GA distributed where willing to arrays the simples will be required to avoid. This reconnect	GA. Access to airspace for GA will be in accordance with the airspace classification; GA simulation of aller or willing to arrays the simulation and the required to work. This represents	GA. Access to simpace for GA will be in accordance with the simpace classification alcoration table or willing to arrans the simpace will be required to world. This re-
					predicted with this option.	required to avoid. This represents a greater impact than the Do Nothing	classification; GA aircraft not able or willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing	required to avoid. This represents a greater impact than the Do Nothing	a greater impact than the Do Nothing option.	a greater impact than the Do Nothing option.	a greater impact than the Do Nothing option.	a greater impact than the Do Nothing option.	a greater impact than the Do Nothing option.
Council & Collins (/	in and from the	attel Oatters Associati	Na invesses in all solice connections and state and at Franks. Element for the		The introduction of PBN procedures coordinated as part of the FASI-S							
commercial airline	increased effer	effective Q	intear Openin Appraisa.	continued use of current operating procedures and therefore no additional				The interdentian of MN econodicus construction is not of the FLF F		The initial stars of MM annual are complexized as and of the TAU Processing of	The bind along of Million and an employing a second disc 1971 Ferrare provide		The bland after of MM exceeding constrained as and of the TATS 7 eccessors
	capacey		qualitative		There is no increase in effective capacity is anticipated at Easter Airport with this option and therefore no additional economic benefit expected for memory including as C to area.	programme will contribute to the delivery of associated benefits including	The introduction of PBN procedures coordinated as part of the FAG-5 programme will contribute to the delivery of associated benefits including	The introduction of PBN procedures coordinated as part of the FAG-5 programme will contribute to the delivery of associated benefits including processed will contribute to the delivery of associated benefits including	The introduction of PIN procedures coordinated as part of the FAGI-5 programme will contribute to the delivery of associated benefits including increased effective capacity which is readilated in the delivery of associated benefits including increased effective capacity which is readilated in the delivery of associated benefits in cluding increased effective capacity and the delivery of associated benefits including increased effective capacity and the delivery of associated benefits in the delivery of the delivery	The introduction of PBN procedures coordinated as part of the FAGI-5 programme will contribute to the delivery of associated benefits including increased effective capacity which are set of the se	The introduction of PBN procedures coordinated as part of the FAG-5 programme will contribute to the delivery of associated benefits including increased effective capacity which is an experimental to associate of indexed benefits including increased.	The Introduction of PBN procedures coordinated as part of the FAG-5 programme will combused to the delivery of associated benefits including increased effective capacity which is used for the how deliver of information associated benefits associated and the fit of the second seco	contribute to the delivery of associated benefits including increased effective capa
			Qualitative	economic benefit expected for commercial airliners or GA users.	There is no increase in effective capacity is anticipated at Easter Airport with this option and therefore no additional economic benefit expected for commercial airliners or GA users.	programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA	programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA	programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA	contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase is both air transport and GA movements. The predictable routing and	The introduction of PDN procedures coordinated as part of the FAGI-5 programme will controlute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase is both air transport and GA movements. The predictable routing and	The introduction of FBN procedures coordinated as part of the FAU-5 programme will contribute to the delivery of associated benefits including increased effective capacity which is predicated to have direct and fudered economic benefits associated with an increase in both at transport and 6-M novements. The predicate routing and	contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	contribute to the delivery of associated benefits including increased effective capa which is predicted to have direct and indirect economic benefits associated with a increase in both air transport and GA movements. The predictable routing and
			drawative	economic benefit expected for commercial airliners or GA users.	Three is no increase in effective capacity is anticipated at Dates Arport with this option and therefore no additional economic barefit expected for commercial arithmety or GAusers.	programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and inferent economic benefits associated with an increase in both air transport and GA movements. The predictable routing and integration with the en-route network should increase the ability of the controller to safely handle traffic	programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable noting and integration with the en-oute network should increase the ability of the controller to safely handle tealfic	programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and integration with the en-oute network should increase the ability of the controller to safely handle traffic	contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase is both air transport and GA movements. The predictable routing and integration with the en-outle network should increase the ability of the controller to safely handle trainfilt than reducing the bielhood of vectoring and the ane for avoiding table junction earlier than successful the bielhood of vectoring and the ane for avoiding the second s	controlute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movement. The predictable routing and integration with the en-could enter it is during a state and the control entor safely bandle traffic thus reducing the likelihood of exciting and the meet for avoiding	contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movement. The predictable routing and integration with the en-route relation's should increase the ability of the controller to usingly handle stratific than relation the bialihood of vactoring and the need for avoiding	combusits to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movement. The predictable routing and integration with the en-outh enhances is should increase the ability of the controller to sub-left hand which thus reducing the likelihood of vectoring and the need for avoiding	controlled to the delivery of associated benefits including increased effective caps which is predicted to have direct and indirect economic benefits associated with an increase is both air transport and GA movement. The predictable routing and integration with the en-could network should increase the ability of the controlled safety handle staff: thus reducing the biolehood of vectoring and the meets for avoi- uable handle staff: thus reducing the biolehood of vectoring and the meets for avoi-
	1		Qualitative	economic benefit expected for commercial airliners or GA users.	There is no increase is effective capacity is anticipated at Dater Aleport with oth caption and there are additional economic benefit expected for commercial altiters or GA users.	programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and inferent economic benefits associated with an increase in both air transport and GA movements. The predictable routing and integration with the en-route network should increase the ability of the controller to safely handle traffic	programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA	programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and integration with the en-oute network should increase the ability of the controller to safely handle traffic	combuses to the delayery of anaccided banefits including increased efficience apacity which is predicted to have device and indirect accouncil banefits associated with an increase is both an immunor and GA movements. The predictable routing and integration with the non-solut network to haddo movement banefits of the combined for the integration with the non-solut network to haddo movement banefits of the combined for the design of the solution of the prediction of the solution of the solution in action. The work represents an improvement out the Do Moving spins.	carbibates to the delivery of associated benefits including increased effective capacity which is predicted in bara devict and index cancerois benefits associated with an increase is both air transport and GA netweeners. This predictable reading and lingingtion with these reader endewice though concess the ball of the controller to satisfy the ender the endewice the satisfy the strategies of the first order of the analysis of the satisfy the strategies of the satisfy applicable distance. This would represent an improvement of our though pathon.	contributes to the delivery of associated benefits including increase effective capacity which is predicted to have fixed and observe encounts which as increase in both air bamport and GA movements. The predictable routing and integration with the en-oute network should increase the addity of the controller to addity handle stuffic an encluing network which are associated with an encluding the method of the addition of a weating and the net for avoiding action. This would represent an improvement over the Do listing option.	contributes to the delary of associated brendts including to reased effective opacity which is predicted to have detert and indicate eccentric brendts associated with har increases to both air transport and CA movements. The predictable routing and brendt the movies measure floated hard to rease the dailing the accurate for a scription as the new new measure floated hard to rease the dailing the accurate for a scription and the movies measure floated hard to rease the dailing scription. This would represent an improvement over the Da Reference point.	contribute to the delivery of associated benefits including increased effective capes which is produced to have derived an officient associated with an increase in both air transport and GA movements. The predictable routing and integration with the en-oute network should increase the ability of the controller shifty handle shift the un-inducing the hallood of vectoring and the need for avail action. This would represent an improvement over the Do Northing option.
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Image: Section of Sec	noact than the Do	Runway 26 departure options will have a significantly worse noise impact than the Do	This option would only be available outside of the operating hours of the EG D012 Lyme
Image: Section of Sec	n increase in track	Nothing option due to the design requirements. There will also be an increase in track	Bay North and EG DD13 Lyme Bay Danger Areas and represents a good option for aircraft
Image: Section of Sec	a 2. Exeter Airport	so that a full environmental impact assessment can be made at Stage 3. Exeter Airport	noise impact than the Do Nothing option due to the design requirements. There will also
Image: Control of the contro	ed that the impact of	will not look to introduce procedures at any cost, and if it is considered that the impact of this option is too ereat. The option will be removed	as the reaferred option so that a full environmental impact assessment can be made at
Image: Control image: Contro			Stage 3. Exeter Airport will not look to introduce procedures at any cost, and if it is considered that the impact of the solution is not also
Image: display is interpreter in the second of th			somewhere we are the impact of this option is too great, the option will be removed.
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abs/abs/abs/abs/abs/abs/abs/abs/abs/abs/	ould still adhere to	continuous climb profile to minimise noise. The procedure design would still adhere to	continuous climb profile to minimise noise. The procedure design would still adhere to
abs/abs/abs/abs/abs/abs/abs/abs/abs/abs/	to 1,000 ft aal before t would be over built-	turning. Due to the design constraints, this would mean that sincraft would be over built.	the extant noise abatement procedures, where aircraft would climb to 1,000 ft aal before turning. Due to the design constraints, this would mean that aircraft would be over built-
abs/abs/abs/abs/abs/abs/abs/abs/abs/abs/	rder to mitigate any	up areas of the City of Exeter before any turns were permitted. In order to mitigate any increase in police reused by aircraft turning. this option continues straight aband on	up areas of the Oty of Exeter before any turns were permitted. In order to mitigate any increase in points result by sincrefit turning, this points continues straight shared on
abs/abs/abs/abs/abs/abs/abs/abs/abs/abs/	of Exeter. This would	runway heading until beyond the western edge of the built-up area of Easter. This would	runway heading until beyond the western edge of the built-up area of Deter. This would
abs/abs/abs/abs/abs/abs/abs/abs/abs/abs/	uld take aircraft close ty, the route is over a		result in the overflight of residential locations within the city and would take aircraft close to the Royal Devon & Easter Hospital in the city. Once clear of the city, the route is over a
abs/abs/abs/abs/abs/abs/abs/abs/abs/abs/	me overflight of these onse than the Do	rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may occur. The noise impact of this option is likely to be worse than the Do	rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may occur. The noise impact of this option is likely to be worse than the Do
MargenMargenand spaceMargenand spaceSubsectionand space <t< td=""><td></td><td>Nothing option.</td><td>Nothing option.</td></t<>		Nothing option.	Nothing option.
MargenMargenand spaceMargenand spaceSubsectionand space <t< td=""><td>edistribution of GA</td><td>The introduction of CAS to contain the procedure may result in the redistribution of GA</td><td>The introduction of CAS to contain the procedure may result in the redistribution of GA</td></t<>	edistribution of GA	The introduction of CAS to contain the procedure may result in the redistribution of GA	The introduction of CAS to contain the procedure may result in the redistribution of GA
Image: Control (Control (Contro)(Control (Control (Control (Control (Control (Control (Control (C	tared to the Do	ancrast avoiding the anspace which may result in the overlight of dimenent areas, including areas of tranquility. This will have more of an impact compared to the Do	including areas of tranquility. This will have more of an impact compared to the Do
Important of parts of any start of parts of balance parte of balance parts of balance parts of balance parts of balance		Nothing option.	Nothing option.
Important of parts of any start of parts of balance parte of balance parts of balance parts of balance parts of balance			
Important of parts of any start of parts of balance parte of balance parts of balance parts of balance parts of balance	above 1,000 ft amsl gn constraints for this	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft ams are unlikely to have a significant impact on local air quality. The design constraints for this	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design constraints for this
Important of parts of any start of parts of balance parte of balance parts of balance parts of balance parts of balance	til over the City of . the design heights	procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality. However, the design heights	procedure would mean that aircraft could remain below 1,000 ft until over the City of Easter, which could have an impact on the local air quality. However, the design heights
Important of parts of any start of parts of balance parte of balance parts of balance parts of balance parts of balance	d be able to follow a we 1.000 ft prior to	are a worst case scenario and in the majority of cases, aircraft would be able to follow a similar height profile to current procedures and hence would be above 1.000 ft prior to	are a worst-case scenario and in the majority of cases, aircraft would be able to follow a similar height profile to current procedures and hence would be above 1.000 ft prior to
Instrume Number of the second se	vould be no	overflying the built-up areas. As a result, it is anticipated that there would be no simificant change to local air quality to the Do Nothing option.	overflying the built-up areas. As a result, it is anticipated that there would be no significant, change to local air quality to the Do Nothing option.
and and makes Res with an sharp with bottem to clampine AQBL as a small drephone Res with an sharp with the state or clampine AQBL as a small drephone an case phi sharphone Index here phi an sharphone Index here phi an sharphone Index here phi an sharphone an case phi sharphone Index here phi an sharphone an case phi sharphone Index here phi an sharphone	ominal route for this	The Easter ADMA covers a network of major roads in Easter. The nominal route for this	The Dater ADMA covers a network of major roads in Exeter. The nominal route for this
and and makes Res with an sharp with bottem to clampine AQBL as a small drephone Res with an sharp with the state or clampine AQBL as a small drephone an case phi sharphone Index here phi an sharphone Index here phi an sharphone Index here phi an sharphone an case phi sharphone Index here phi an sharphone an case phi sharphone Index here phi an sharphone	A below 1,000 ft.	procedure does not directly overfly any of the roads within the AQMA below 1,000 ft.	procedure does not directly overfly any of the roads within the AQMA below 1,000 ft.
and and makes Res with an sharp with bottem to clampine AQBL as a small drephone Res with an sharp with the state or clampine AQBL as a small drephone an case phi sharphone Index here phi an sharphone Index here phi an sharphone Index here phi an sharphone an case phi sharphone Index here phi an sharphone an case phi sharphone Index here phi an sharphone	local air quality. As	from the boundary of the AQMA, so there may be a small impact on local air quality. As	from the boundary of the AQMA, so there may be a small impact on local air quality. As
and and makes Res with an sharp with bottem to clampine AQBL as a small drephone Res with an sharp with the state or clampine AQBL as a small drephone an case phi sharphone Index here phi an sharphone Index here phi an sharphone Index here phi an sharphone an case phi sharphone Index here phi an sharphone an case phi sharphone Index here phi an sharphone	AQMA. This	previously mentioned, this is the worst-case scenario and aircraft are likely to achieve 1,000 ft before this point so there is unlikely to be any impact on the AQMA. This	previously mentioned, this is the worst-case scenario and aircraft are likely to achieve 1,000 ft before this point so there is unlikely to be any impact on the AQMA. This
and and makes Res with an sharp with bottem to clampine AQBL as a small drephone Res with an sharp with the state or clampine AQBL as a small drephone an case phi sharphone Index here phi an sharphone Index here phi an sharphone Index here phi an sharphone an case phi sharphone Index here phi an sharphone an case phi sharphone Index here phi an sharphone		represents no change from the Do Nothing option.	represents no change from the Do Nothing option.
Interference Interference and sub-advances	esuit of implementing	There will be no change in the Crediton or Cullomoton ADMAs as a result of implementing	There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.
And set of the second base report to insight of closents per defecting and second to insight of the second base report to insight of the			
And set of the second base report to insight of closents per defecting and second to insight of the second base report to insight of the	on runway heading	Procedure design requirements will mean that aircraft will continue on runway heading	Procedure design requirements will mean that aircraft will continue on runway heading
And set of the second base report to insight of closents per defecting and second to insight of the second base report to insight of the	ase the number of and interrution into	for longer than currently, before turning to the south. This will increase the number of track miles flown over current procedures. Jencrosed rises wolfies and interesting to the	for longer than currently, before turning to the south. This will increase the number of track miles flown over current procedures. Involvement riseb worklass and inter-
And set of the second base report to insight of closents per defecting and second to insight of the second base report to insight of the	the greater number	the en-route network should lessen the increased impact caused by the greater number direct on the form of the monthly and the second se	the en-route network should lessen the increased impact caused by the greater number
a men in the many in the end of the many is and the set of the set	we up nothing	or using some from out the overall impact is likely to be greater than the Do Nothing option.	or sense moves nown put the overall impact is likely to be greater than the Do Nothing option.
a men in the many in the end of the many is and the set of the set			
a men in the many in the end of the many is and the set of the set			
a men in the many in the end of the many is and the set of the set			
a men in the many in the end of the many is and the set of the set	and was developed	This option does support the management of capacity and resilience and was developed	This option does support the management of capacity and resilience and was developed
Image (DBR) The space match biological biologica	IC Airupace	In coordination with NATS as part of FASI-5 in accordance with the UK Airspace Modernization Strategy. The recordure has been designed to integrate with the en-route	In coordination with NATS as part of FASI-5 in accordance with the UK Airspace Modernization Strategy. The provedure has been designed to integrate with the encoder
Image Image Image Image And and and odd is made in age is age in age is a single in age is age is age is age in age		structure and should improve resilience over the Do Nothing option.	structure and should improve resilience over the Do Nothing option.
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Image Image Image Image And and and odd is made in age is age in age is a single in age is age is age is age in age			
Image Image Image Image And and and odd is made in age is age in age is a single in age is age is age is age in age	Beauty (AONE) so is to the Do Nothing	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected in hous on charge on the invariant on instruction of the Do Nothing	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to beautory change on the impact on transmilling compared to the Do Nothing
Image: set of the set			
Image: set of the set	edistribution of GA	The introduction of GAS to contain the procedure may result in the redistribution of GA	The introduction of CAS to contain the procedure may result in the redistribution of GA
Image: set of the set	fferent areas, sared to the Do	aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do
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Image:	ven that the mentation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.
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Sympatise Number of the production sector description of the test of the t			
Sympatise Number of the production sector description of the test of the t	beneral en encora la	The interact attent of CAP to contain the surroutines in Markola have as instant as some in	The interduction of CAP in controls the second core is their to be second on second as
Sympatise Number of the production sector description of the test of the t	e classification; GA	GA. Access to airspace for GA will be in accordance with the airspace classification; GA	GA. Access to airspace for GA will be in accordance with the airspace classification; GA
Sympatise Number of the production sector description of the test of the t	wold. This represents	aircraft not able or willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.	aircraft not able or willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.
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Index to get the the set of the	S programme will effective capacity	The introduction of PBN procedures coordinated as part of the FAGI-5 programme will contribute to the delivery of associated benefits including increased effective capacity	The introduction of PBN procedures coordinated as part of the FASI-5 programme will contribute to the delivery of associated benefits including increased effective capacity
Index to get the the set of the	ociated with an	which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The readictable readers and	which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable couling and
Index to get the the set of the	the controller to	integration with the en-route network should increase the ability of the controller to	integration with the en-route network should increase the ability of the controller to
Index to get the the set of the	aption.	action. This would represent an improvement over the Do Nothing option.	action. This would represent an improvement over the Do Nothing option.
a unda di a		Additional equipment requirements to access CAS, or increased track miles to avoid	Additional equipment requirements to access CAS, or increased track miles to avoid
mail quarks like (is light and the light quarks like (is light quarks like) (is light quark	o Nothing option.	ainspace, would have more of an economic impact on GA than the Do Nothing option.	ainspace, would have more of an economic impact on GA than the Do Nothing option.
mail quarks like (is light and the light quarks like (is light quarks like) (is light quark			
mail quarks like (is light and the light quarks like (is light quarks like) (is light quark			
mail quarks like (is light and the light quarks like (is light quarks like) (is light quark	s a result of turning. Improved	This option increases track miles flown over the Do Nothing option as a result of extending on runway heading until beyond the City of Dotter before turning. Improved	This option increases track miles flown over the Do Nothing option as a result of extending on runway heading until beyond the City of Exeter before turning. Improved
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endings e	w sinners		
Image: second		represent an increase over the Do Nothing option.	represent an increase over the Do Nothing option.
Image: second			
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Image: second	or arlines,	Ins propose is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	I ns proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.
endaction of Pice and have additional relation to the simulation of the simulation of Pice and have additional relationship in the bit			
endaction of Pice and have additional relation to the simulation of the simulation of Pice and have additional relationship in the bit	for airlines,	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no charge from the Do Nothing option.
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the follow Algories All options may require transfer for in the following for an interface and addition of operations and addition of any regime transfer for an interface addition of any regime transfer for an interface addition of any regime transfer for any regiment transfer for any regiment transfer for any regime transfer f	Contraction Press	routes or procedures. No change from the Do Nothing option.	routes or procedures. No change from the Do Nothing option.
the follow Algories All options may require transfer for in the following for an interface and addition of operations and addition of any regime transfer for an interface addition of any regime transfer for an interface addition of any regime transfer for any regiment transfer for any regiment transfer for any regime transfer f			
the follow Algories All options may require transfer for in the following for an interface and addition of operations and addition of any regime transfer for an interface addition of any regime transfer for an interface addition of any regime transfer for any regiment transfer for any regiment transfer for any regime transfer f	relate to IFP design,	The operational costs associated with implementing PEN procedures relate to IFP design,	The operational costs associated with implementing PBN procedures relate to IFP design,
the follow Algories All options may require transfer for in the following for an interface and addition of operations and addition of any regime transfer for an interface addition of any regime transfer for an interface addition of any regime transfer for any regiment transfer for any regiment transfer for any regime transfer f	ship of PBN	certification and publication. Once implemented, the costs of ownership of PBN	certification and publication. Once implemented, the costs of ownership of PBN
the follow Algories All options may require transfer for in the following for an interface and addition of operations and addition of any regime transfer for an interface addition of any regime transfer for an interface addition of any regime transfer for any regiment transfer for any regiment transfer for any regime transfer f	a two yearly basis.	procedures is very low, requiring maintenance of the procedure on a five yearly basis. This represents a small increase from the Do Nothing option.	procedures is very low, requiring maintenance of the procedure on a five yearly basis. This represents a small increase from the Do Nothing option.
of Aground Tail Re-spectrase Long Transition wave identified during the unitial assessment. This splite wave and only to modify schedule of the production would be regarded as Re-spectrase Long Transition assessment to the splite transition of			
of Aground Tail Re-spectrase Long Transition wave identified during the unitial assessment. This splite wave and only to modify schedule of the production would be regarded as Re-spectrase Long Transition assessment to the splite transition of	ets at Ersten (*	This potion may ranking training for visit-affer sustained.	This notion may remain training for violately analysister.
of Aground Tail Re-spectrase Long Transition wave identified during the unitial assessment. This splite wave and only to modify schedule of the production would be regarded as Re-spectrase Long Transition assessment to the splite transition of	al controllers during	There may be occasions where the reduced availability of operational controllers during	There may be occasions where the reduced availability of operational controllers during
of Aground Tail Re-spectrase Long Transition wave identified during the unitial assessment. This splite wave and only to modify schedule of the production would be regarded as Re-spectrase Long Transition assessment to the splite transition of	a vactor when I also require	uner surversion training could mean operational rostering becomes a factor when considering continuous service delivery. Internal documentation will also require	considering continuous service delivery. Internal documentation will also require
Plymouth Military Radar AKSP.	tion.	updating. This represents an initial increase from the Do Nothing option.	updating. This represents an initial increase from the Do Nothing option.
Plymouth Military Radar AKSP.			
Plymouth Military Radar AKSP.	r of Agreement to The requirement to	No significant safety implications were identified during the safety assessment.	This option would only be available outside of the operating hours of the EG D012 Lyme Bay North and EG D013 Lyme Bay Danzer Areas Coversitation would be reprinted with
	- oper community		Plymouth Military Radar ANSP.
	Arfield. The		
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		Summary of Analysis 1	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	Designed to be flown at optimum aircraft performance in a continuous descent and minimal track miles. This option has minim	Designed to be flown at optimum aircraft performance in a continuous rail descent and minimal track miles. This option has minimal noise impact.	Designed to be flown at optimum aircraft performance in a continuous descent and minimal track miles. This option has minimal noise impact. This route passes close to North Hill, Durkeswell	k 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	Whilst this option protects the final approach and initial climb out paths and could provide connectivity to the airways structure, it would not contain the full departs	This option protects the final approach and initial climb out paths and provides connectivity to the area always structure. It would contain departure and transition procedures to the south of the alport,	This option protects the final approach and initial climb out paths and provides connectivity to the airways structure. It would contain departure and transition procedures to the south of the airport,	This option protects the final approach and initial climb out paths and provides connectivity to the airways structure. It would contain departure and transition procedures to the south of the airport,	This option protects the final approach and initial climb out paths and provides connectivity to the ainways structure. It would contain departure and transition procedures to the south of the airport,	Although originally considered unviable due to the impact this option would have on local airfields, it was considered that this option could also provide protection for North Hill and Dunkeswell airfields. This would require agreement
			vectors to transit through Class G airspace. ATC monitoring is required to provide saft separation from known or unknown traffic. Aircraft anniving at the airport will follow A instructions for worked in the neuriced annexes in providence.	e noise impact. This option will be taken forward as the preferred option.	This option will be taken forward as the preferred option.	and Merryfield airfields and may impact RNAG Yeovilton IFPs. This option will be taken forward as the preferred option.	Size (AT2). The Easter Aleport AT2 is the singuce 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 news and heaters a radius of 25 cm. Outlide of this circle the singurest Class G.	I and transition procedures and Commercial Ar Transport would not remain inside Controlled Airspace when arriving or departing from the Airport. This option will taken forward to the not the nodernationtion and would note the indemonstration.	ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or be departing from the Airport. This option will be taken forward but is not the preferred option.	ensuring that Commercial Air Transport would remain imide Controlled Airspace when arriving or departing from the Airport. The airspace covers Farway Common and Branscombe airfields and partly extends in the airspace around Deviawall and Narrh Hill airfaids, which was differentiae robust.	ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or / departing from the Airport Tha singuce covers Farway Common and Branscombe airfields. The lowe winners with bean semantical from the resultion priorition to point Directional and Month IIII added.	ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or or departing from the Airport. The asymmetrical shape of the lower airspace could be considered confinition to the airspace uses and may lead to usual thousand to consider the provide provide provide the state of the state of the state of the lower airspace could be considered to the state of the state of the state of the state of the lower airspace to the provide the state of the s	with these airlinids to ensure satisfactory operating procedures within any new airques. This option protects the final approach and initial climb out paths and could provide connectivity to the airways structure. It would contain describe and transition providers to the surful of the airport ansure that Compared all in Transport analytic analytic.
		ľ	instructions for vectoring to the required approach procedure.				or the furway and naving a radius of 2.5 mil. Outside of this crice, the antipace is class 6 airpace which means anyone can fly there without talking to Exeter Arport ATC. This means that when an inflater is consistent in balance is service strength could lead index if how we recorded.	taxen toneard but is not the preterred option and would only be implemented without SID or Transition procedures.		extends into the amplice around ounceivee and north rul amends, which would require robust operating agreements with these airfields. By partly extending into Dunkeswell and North Hill stranses. It is considered that this notice rould have reflecient for other stranses users which may lead	ampace has been amended from the previous oppoint to avoid outneeweal and North Hammedy, although the upper aimpace still partly extended over the aimfelds. This would require robust operating agreements with these aimfailds as mitigation. By partly extending into Dunkeswell and North HB	This option will not be taken forward.	begansine and transition procedures to the south or the anport, ensuing that Commercial AP intersport would remain Inside Controlled Ainpace when arriving or departing from the Airport. This option will be taken forward but is not the needersed notion
							Instances] cut straight across the Final Approach requiring ATC to intervene to ensure safety marries are maintained. This option does not address the basic requirement of providing			to unauthorised incursions . This option will not be taken forward.	airspace, it is considered that this option could be confusing for other airspace users, which may lead to unauthorised incursions. In addition, the asymmetrical shape of the lower airspace could be		
							protection to aircraft flying final approach and initial departure routes outside the ATZ but is included here for comparison puposes only.				considered confusing to other airspace users and may lead to unauthorised incursions and create choke points. This option will not be taken forward.		
-				Runway OB Transition (north)	Runway 08 Transition (south)	Rumway 25 Transition (north)	Do Nothing (Ainpace)	Aingace Option 5	Airquee Option 10	Ainspace Option 11	Airspace Option 12	Airquee Option 13	Airspace Option 14
unop	arryans s	ann a shajar	Do Accura (secretary	Option T1	Option 76	Cotton 15		Option AS sub-options a and c	Oction A10 sub-octions a. b. c. f. e. h and i	Option All sub-options a, b, c, f, g, b and i	Option A12 sub-options a, b, c, f, g, h and i	Option A12 sub-options a, b, c, f, g, h and i	Option A14 sub-options a, b, c, f, g, h and i
Communities	Noise impact on health In and quality of life Q	nitial Options Appraisal:	Arriving aircraft will initially route towards the holding fix at NDB(L) EX (approximately	4 This option will be designed to be flown at optimum aircraft performance with a continuous descent profile to minimise noise.	This option will be designed to be flown at optimum aircraft performance with a continuous descent profile to minimize noise. The route as	This option will be designed to be flown at optimum atcraft performance with a continuous descent profile to minimize noise. This route avoids large built-up areas and is over a rural area o	Aircraft operating to and from Eletter Airport generate a level of noise on the ground that will	There is unlikely to be a significant change in the noise impact on health and qualit of life as a result of implementing this airspace option. The routes flown by	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this singuos option. The noise flows by commercial aircraft arriving at or departing	f There is unlikely to be a significant change in the noise impact on health and quality of life as a result of	f There is unlikely to be a significant change in the noise impact on health and quality of life as a result of	of There is unlikely to be a significant change in the noise impact on health and quality of life as a result.	of There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this aimpace option. The noise flows flows by commercial aircraft arriving at or departing from Easter Aisport are unlikely
	and quality of life	Strangtone 6	Inthe sets of the apport) before deleg vectored by ALC to join the requested approach procedure. Aircraft arriving at the airport will generate a level of noise on the ground may have an interact on local comparisolities that this is not exempted in the similarity to the interaction.	that this route avoids large built-up areas and is over a rural area of Devon with numerous small villages and hamlets, so some overflig	proposed overfiles the built-up region of the coast between Paignton and	Descent protects minimale noise, into those avoids large our-op areas and is over a rural area on Devon with numerous and villages and hamlets, so some overflight of these locations may occur. Aircraft should be above 3,000 ft descending with lower power settings to the impact of	or have an impact on local communities. The current operating procedures are adequised for maintaining a noise footprint on the ground that does not unduly impact the lives of residents. Bioware there is a increased Balthood of simple residence auchience activities which could result and the second result.	or ine as a result or implementing this airplace oppoint. The house hown by commercial aircraft amiving at or departing from Deter Arport are unlikely to t change from the Do Nothing option. Less avoiding action needed should reduce t	implementing the anglesk option. The Potent Index by commercial archite terming arc optioning from Exeter Aliport are unlikely to change from the Do Nathing option. Less avoiding action needed the should reduce the noise impact in some areas. Exeter-based GA alicrait are unlikely to change their	Implementing this surgice option. Interfoction town by commercial activity any give or objecting from Easter Arport are unlikely to change from the Do Nothing option. Less avoiding action needed thould reduce the noise impact in some areas. Easter-based GA also rate unlikely to change their	implementing this simplace oppoint interfocuse room by commercial accent annung at or objecting from Dater Aliport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. Dater-based GA altrcaft are unlikely to change their should reduce the noise impact in some areas.	implementing this aimpace option. The routes foun by commercial arcrait arriving at of departing from Dester Airport are unlikely to change from the Do Nothing option. Les avoiding action needed should reduce the noise impact in some areas. The increased size in the aimpace may lead to Dester-	to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas.
			aircraft will be over a rural part of devon, avoiding larger towns in the area. Arrivals to Runway OE will not be below 3,400 ft before joining the approach procedure, arrivals	o of these locations may occur. Aircraft should be above 3,000 ft to descending with lower power settings so the impact of noise should	Impact of noise would be minimal. The route also passes close to the town of Newton Abbot. Modifications can be introduced to the route to avoid	noise should be minimal. The improved descent profile and predictable routing should represent	In the redistribution of noise in the area around the airport.	noise impact in some areas. Exeter based GA aircraft are unlikely to change their route profiles as a result of implementing airspace. Although access to any new	route profiles as a result of implementing airspace. Although access to any new airspace, regardless of the classification, would be facilitated by Easter ATC, some GA aircraft may chose to fly around the	route profiles as a result of implementing airspace. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may chose to fly around the	route profiles as a result of implementing airspace. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may chose to fly around the	based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to any new airspace, regardless	a airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may choose to fly
		8	Runway 25 will not be below 2,600 ft before joining the approach procedure.	should represent an improvement in the impact of noise to the Do	this location. This is a rural area of Devon with a large number of villages and hamlets, so some overflight of these locations may occur. Aircraft	The introduction of GAS to contain the procedure may result in the redistribution of GA aircraft		GA aircraft may chose to fly around the airspace rather than through it, resulting i	ainspace rather than through it, resulting in a redistribution of noise around the local area. This may in be exacerbated in areas considered to be choke points where GA aircraft could be funnelled.	aimpace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled.	airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled.	of the classification, would be facilitated by Exeter ATC, some GA aircraft may chose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may	e around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas are
				Nothing option.	should be above 3,000 ft descending with lower power settings so the impact of noise should be minimal. The improved descent profile and	avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.		considered to be choke points where GA aircraft could be furnelled. However,	However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this	rural areas so the impact should not be significant. Implementing this option should not see a significant change in th impact of noise from the Do Nothing option.
				The introduction of GAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result the overflight of different areas, including areas of tranquility. This	in noise to the Do Nothing option.			these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.				option should not see a significant change in the impact of noise from the Do Nothing option.	
				will have more of an impact compared to the Do Nothing option.	The introduction of GAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in the			Notiving option.					
					overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.								
Communities	Air Quality In	initial Options Appraisal:	Local air quality is likely to be affected by aircraft below 1,000 ft. Aircraft will be above	Aircraft will be above 1,000 ft at all times on this procedure, hence	Arcraft will be above 1,000 ft at all times on this procedure, hence there ge will be no impact on local air quality. This represents no change to the Do Nothing option.	Aircraft will be above 1,000 ft at all times on this procedure, hence there will be no impact on local air quality. This represents no charge to the Do Nothing option.	Covernment guidance says that aircraft flying higher than 1,000ft are unlikely to have a	Implementing this option would result in no change to the position of Eleter-base	d implementing this option would result in no change to the position of Easter-based aircraft below	Implementing this option would result in no change to the position of Easter-based aircraft below	Implementing this option would result in no change to the position of Exeter-based aircraft below	Implementing this option would result in no change to the position of Exeter-based aircraft below	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will
	4	Strangtone 1	2,000 If prior to joing the approach procedures, nence there will be no impact on air quality and no impact on the Exeter, Crediton and Cullompton AQMAs.		ge will de no impact on local air quality. Inte represents no change to the Uo Nothing option.	local air quality. Inits represents no change to the up noming option. There will be no change in the Exeter, Crediton or Cultompton AQMAs as a result of implementing	Eighnight impact on local air quality, locally, arriving aircraft decond through 2 (boot obtained a and 2 nm (about 6 - 4 km) from touchdown at either end of the numway. This is close to landing, is the user final stream of the announce. Constitute aircraft will be numerical where a 1000 fm within the user final stream of the announce.	Implementing this option evolution in the darget to the position of Lewise Jasse interest below 1,200 H such there will be no charget in local are quality from the Do- Nathing option. Some GAA sized appending below 1,200 H is the local area may decide to route around the aimputer, which may result is a charget in local are qual Workerwer, this is required to be as rand and insignificant charget.	d Implementing this option would result in so change to the position of Darter-based aircraft below 1,000 for so there will be no change in local air quality from the Do Northing option. Some GA aircraft operating below 1,000 fit in the local area may decide to route around the airpano, which may result they. In a change in local air quality. However, this is expected to be a small and insignificant change.	Implementing this option would result in no change to the position of Easter-based aircraft below 1,000 h to there will be no change in local air quality from the Do Rohning option. Some GA aircraft operating below [1,000 h to the scalar are may dicide to roade anout the air sprace, which may result in a change in local air quality. However, this is especied to be a small and insignificant change.	Implementing this option would result in no change to the position of Easter-based aircraft below 1,000 is no three will be no change in local air quality from the Do Rothing option. Some GA aircraft operating below [1,000 it in the local air area may decide to roote enough the airprace, which may result in a change in local air quality. However, this is especied to be a small and insignificant change.	1,000 m to there will be no change in local and guary from the Uo Nothing option. Some uA and and operating below 1,000 ft in the local area may decide to route around the airspace, which may result in a change in break is roughly. However, this is evented to be a small and instelling the change.	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there we be no change in local air quality from the D0 Nething option. Seme GA aircraft operating below 1,000 ft in the local areas may deduce to route around the airpanes, which may result in a change in local air quality. However, this is supected to be a small and insignificant change.
				There will be no change in the Exeter, Crediton or Cullompton AQM as a result of implementing this option.	As There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	this option.	2 nm of the airport and turn as soon as possible to avoid the City of Eletter. Any impact on local air quality is therefore likely to be within 3 nm of the airport.	However, this is expected to be a small and insignificant change.	There will be no change in the Deter, Crediton or Culiompton AQMAs as a result of implementing this	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing thi	is There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.
							It is considered that there will be little or no impact on the Exeter AQMA and no impact on the	There will be no change in the Deter, Crediton or Cullompton AQMAs as a result o implementing this option.	of option.	eption.	option.	option.	
							Crediton and Cullompton AQMAx.						
Wider Society	Greenhouse Gas impact In Q	initial Options Appraisal: 1 Qualitative t	The lack of approved procedures does not support optimum aircraft performance and therefore have an environmental impact in terms of emissions. Aircraft are unlikely to which a many performance dependence of the second secon	 This pracedure incorporates a continuous descent profile at optimi- aircraft performance. This procedure represents the minimum trans- amount of participant profile that and the profile of the profile	In This procedure incorporates a continuous descent profile at optimum its alreaff performance. This procedure represents the minimum practical track miles for alreaft arhiting from the south. None efficient profile that minimises emissions so should result in less impact than the Do Nothing	This procedure incorporates a continuous devent profile at optimum at our of performance. This provoders represents the minimum profile and under the most method profile would. The roade is glowned to intercept the approach procedure via the for examine initial Approach. This (AZ) to increase lateral separation from Davleweell Advided, resulting is sightly excluded track findings. More refloring raffer bits intrimines emissions so should result is its inpact than the emission.	There is an increased likelihood of aircraft operating to and from Daster Airport requiring avoidance action from APC in relation to other airquice users operating in Class G airquice which is the 177 which of them of the set of the set of the set of the set of the term of the term of the term of the set	By implementing an airspace solution that protects the final approach and climb o paths at Dater Arport, the need for ATC to provide avoiding action to commercial schedules and indexter and solutions.	at By implementing an airupace solution that protects the final approach and climb out paths at Deter 4 Apport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will extend the needed of additional transformations.	By implementing an airspace solution that protects the final approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. The will need the one that of additional out of the set	By implementing an airspace solution that protects the final approach and climb out paths at Deter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. The will need the mother of additional path of the test of	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb outpaths at Dater Airport, the need for ATC to provide avoiding action to any second to be the outpaths at Dater Airport.	By chycloneologia or upper understool mit owners the lower works the mitrowers to prevent the first approach and effects and grint at approximation of the control of the second second second second second second effects and grint at approximation of additional track mitig from set all an ensistence ensists and the greethous tep- media. The will induce the matter of additional track mitig prevents, there reduce the second second second second second br>result. The will and second second second second second second second second second second second second br>second second br>second second br>second second br>second second br>second second br>second second s
			In track miles at lower altitudes due to vectoring by ATC. This will mean higher engine power settings and greater track miles, impacting dual burn and emission. Thereis d	minimises emissions so should result in less impact than the Do Nothing option.	minimises emissions so should result in less impact than the Do Nothing option.	to increase lateral separation from Dunkesseel Airfield, resulting in slightly extended track making. Where efficient profile that minimizes emissions to should result in less "resulting in the profile that minimizes emissions to should result in less "resulting.	a second and the second and spectral ended in the area around the alignet.	miss from and also reduce emissions and the greenhouse gas inpact. It will also contribute to more efficient departure and aming onlines, further reduction that	preshouse gas impact. It will also contribute to more efficient departure and amival profiles, furthe reducing the impact. This should result in a positive benefit over the Do Nothine contrin-	greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothine colinion.	greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result is a positive benefit over the Do Nothine colim-	flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and annual profiles, further reducine the impact. This should remit in a source	Impact. It will also contribute to more efficient departure and anival profiles, further reducing the impact. This should result is an positive breefficient the Do Nothing option.
			the increased likelihood of avoiding action in relation to other airspace users operating Class G aimpace.	gin		Do Nething option.			There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA alcoaft avoiding any new airupace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airupace, which would represent an increase over the Do Nothing option.	benefit over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace,
								There may be an increase in track miles, and therefore fuel burn, for some GA alroafs avoiding any new aimpace, which would represent an increase over the D	new aimpace, which would represent an increase over the Do Nothing option.	new ainpace, which would represent an increase over the Do Nothing option.	new aimpace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	which would represent an increase over the Do Nothing option.
								Nathing option.					
Wider Society	Capacity and resilience In	initial Options Appraisal: 0	Continuing to use extant procedures would maintain current capacity, however resilie	nce This option does support the management of capacity and resilience	This option does support the management of capacity and resilience and devices of the support	This option does support the management of capacity and resilience and was developed in	There is a high likelihood of aircraft being tactically vectored by ATC to avoid unknown aircraft	This option should reduce operational delays, allowing efficiency of operations	This option should reduce operational delays, allowing efficiency of operations thereby supporting the	This option should reduce operational delays, allowing efficiency of operations thereby supporting the support of an end of a support of both the	 This option should reduce operational delays, allowing efficiency of operations thereby supporting the support of second s	e This option should reduce operational delays, allowing efficiency of operations thereby supporting the	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of so capacity and resilience of both the ad-port and the overall national infrastructure. This would represent an improvement over the Do Nothing option.
	٩	quantative a	would be significantly affected. This option is an ineffective way of managing airspace. Exeter Airport would not meet the airspace modernisation priorities, including the completely with other singaran area on only for the first of the singarant area.	and was developed in coordination with NATS as part of FASI-5 in accordance with the UK Airspace Modernisation Strategy. The	was oeveloped in coordination with NATS as part of FAGI-S in accordance with the UK Airspace Modernization Strategy. The procedure has been designed in integration with the procedure moderneed.	This option does support the management of capacity and mailmost and was developed in coordination with NACS as part of FALS in accordiona with the UC-Arapace Madeministron Drinking. The procession is have non-granical to improve mailmost and the en-route structure and shadd improve mailmost over the Da Naching option.	cone to over flight paths which could lead to flight delays both on the ground and in the air. This could have a significant impact on the resilience of the sirport.	merery supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement ov the Dis Nether nations	 management of capacity and resilience of both the airport and the overall national infrastructure. The would represent an improvement over the Do Nothing option. 	a management of capacity and resilience of both the airport and the overall national infrastructure. Thi would represent an improvement over the Do Nothing option.	a management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	n management of capacity and resilience of both the airport and the overall national infrastructure. Th would represent an improvement over the Do Nothing option.	ss capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.
			Relihood of aircraft being tactically vectored by ATC to avoid unknown aircraft close t their flight paths which could lead to flight delays both on the around and in the air.	 processes are brighter to high an each of the Do Nothing option bits 	resilience over the Do Nothing option.	ing over manifest over one of a name operation.		and a manifestation.					
		•	could have a significant impact on the resilience of the airport.										
Wider Society	Tranquility In Q	nitial Options Appraisal: Apprais	Alerraft arriving will overfly. Dartmoor National Park and Blackdown Hills and East Dev Areas of Outstanding Natural Beauty while being vectored to join the appropriate common and an advectory of the set of th	This option avoids National Parks and Areas of Outstanding Natura Beauty (AONE) so could represent an improvement on the impact of beauty (Id) and the second and the park of the option	I This option avoids National Parks and Areas of Outstanding Natural Beaution (AONB) so could represent an improvement on the impact on tranquility second to the On Nichles Online.	g This option overfiles the easterni edge of Exercor National Park, although aircraft will be above 7,000 ft at this point. This option also overfiles the Blackdown Hills AONB prior to joining the approach procedure. Aircraft will be approximately 1,000 ft at this point so there is likely to be an	Aircraft operating to and from Darter Arport are likely to have an impact on Dartmoor National Park and Backdown Hills and East Devon Areas of Outstanding Natural Beauty. This would continue and Hills Do Hather (Humann) and the area school of	The proposed airspace overlas parts of Dartmoor National Park to the west and th Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. The	he The proposed airspace overless parts of Dartmoor National Park to the west and the Blackdown and the Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Blackdown Area's of Outstanding Natural Beauty to the east. There will be an impact for the Blackdown Blackdown Area's of Outstanding Natural Beauty Blackdown Area's of Outstanding Natural Beauty	The proposed airpace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from sincraft the second seco	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft the second sec	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft Briese ended with the White I be the bar ways of the Dartmoor States and the S	The proposed ainpace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Distancing Natural Beauty to the east. There will be an impact from air craft Nying arrival routes but this a Blady to be the same as the Do nothing options a aircraft arriving at the algorith correctly overly the area.
			appe calls procedure, which we never an impact on companing.		The introduction of CAS to contain the procedure may result in the	impact on tranquillity in this area. However, sitcraft arriving at the airport currently overfly this area to the impact is unlikely to be worse than the Do Nothing Option. Improvements in flight		the Do Nothing option as aircraft arriving at the airport currently overfly this area.	airport currently overfly this area.	airport currently overfly this area.	airport currently overfly this area.	airport currently overfly this area.	The redistribution of GA aircraft avoiding any new airspace may increase overfight of areas of tranquility and have
				redistribution of GA aircraft avoiding the airspace which may result the overflight of different areas, including areas of tranquility. This	in redistribution of GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have	profiles may result in an improvement over the Do Nothing option.			t The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new ainpace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	more of an impact compared to the Do Nothing option.
				will have more of an impact compared to the Do Nothing option.	more of an impact compared to the Do Nothing option.	The introduction of CAS to contain the procedure may result in the redistribution of GA alroads avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.		option.					
						tranquility. This will have more of an impact compared to the Go Nothing option.							
Wider Society	Biodiversity In	initial Options Appraisal:	Maintaining the current arrivals procedures would not require any ground-based	This option is not expected to result in any changes to biodiversity	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	Current airspace arrangements would not require any ground-based infrastructure work so this	This option is not expected to result in any changes to biodivensity given that the	This option is not expected to result in any changes to blodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will	This option is not expected to result in any changes to biodiversity given that the implementation will	This option is not expected to result in any charges to biodiversity given that the implementation will	This option is not expected to result in any changes to biodiversity given that the implementation will not require any
	4	Strangtone	ettrastructure work to this option is not predicted to have any impact on biodiversity.	given that the implementation will not require any ground works to support implementation.	implementation.	will not require any ground works to support implementation.	option is not predicted to have any impact on doceversing.	imperientation will not require any ground works to support imperientation.	not require any ground works to support implementation.	not require any ground works to support implementation.	not require any ground works to support implementation.	not require any ground works to support implementation.	ground works to support implementation.
General Aviation	Access In	initial Options Appraisal:	No changes are proposed to the parameters of the airspace structure around Dater	The introduction of CAS to contain the procedures is likely to have a	n The introduction of GAS to contain the procedures is likely to have an	The introduction of CAS to contain the procedures is likely to have an impact on access to GA.	No change to airspace access is predicted with this option.	Date AT will facilitate access to aimpace for all users, regardless of the aimpace	Deter ATC will facilitate access to aimpace for all users, regardless of the aimpace classification, unles	s Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unles	s Exter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unles	s Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unle	ss Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding
	4	Shancacive 1	Airport and therefore no charge to airspace access is predicted with this option.										
				accordance with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This	with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This represents a meater impact than	able or willing to access the aimpace will be required to avoid. This represents a greater impact than the Do Nothine option.		classification, unless for overriging operational savey issues. However, some aimpace users may be unable or choose not to operate in some classes of aimpao Access will not notifinely be denied but some aimpaor users may be oneverted fro	for overriding operational safety issues. However, some singuore users may choose or be unable to a. operate in some classes of airspace. Access will not routinely be denied but some airspace users may an be prevented from coercitine in the airspace due to the lack of the recensury equipment i radio	for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be convented from operating in the airspace due to the lack of the necessary equipment inadio or	for overriding operational safety issues. However, some aingrace users may choose or be unable to operate in some classes of aingrace. Access will not routinely be denied but some aingrace users may be crevented from operating in the aingrace due to the lack of the recensure equipment (radio or	for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users ma be onvented from operating in the airspace due to the lack of the recensary equipment (radio or	operational safety issues. However, some airspace users may choose or be usable to operate in some classes of y airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lock of the necessary examinment induo or transconder). The use of Latters of Amerement and local
				accordance with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.	with the aimpace classification, GA aircraft not able or willing to access the aimpace will be required to avoid. This represents a greater impact than the Do Nothing option.	The infordation of CAL to contain the providerse is black to have an impact on anoma to CAL for contain the impact one with the singuese distinguishest distinct and a distinct for all with an excession with the singuese with the required to avoid. This represents a greater impact than the Do Nothing option.		Countroction, uness nor overmang operational sunny sause. Inserverer, some anispace users may be unable or choose not to operate in some dasses of almpace Access will not routinely be denied but some aimpace users may be prevented fro operating in the almpace due to the fack of the necessary equipment (radio or transponter). The use of Letters of Agreement and load operating produces will be appresented on the source of the second operating produces will be transponter).	for overriding operational safety issues. However, some aingace usen may choose or be unable to a operate in torockness of aingace. Access will not creatively be derived but some aingace users may m be prevented from operating in the aingace due to the lack of the noncurary equipment (indice or transporder). The use of Letters of Agreement and local operating procedures will be utilised to disclibute access to all users. Spitting the aingace writchily would allow the use of different aingace.	For overriding operational safety issues. However, some aimpace users may choose or be unable to operate in some classes of aimpace. Access will not controlly be devided but some aimpace users may be prevented from operating in the aimpace due to the lack of the necessary equipment (suble or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the aimpace vertically would allow the use of different simpace.	for overriding operational staffy issues. However, some aimpace users may choose or be unable to operate in some dasses of aimpace. Access will not controlly be derived but some aimpace users may be prevented from operating in the aimpace due to the lack of the necessary equipment (padio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the aimpace vertically would allow the use of different aimpace and calculate access to all users.	for overriding operational lattly issue. However, score airquos usen may choose or be usable to operate in score classes of airquose. Access will not creatively be devised but some airquose users me be provented from operating in the airquose davis to the lack of the accessary equipment (radio or transponder). The use of letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airquose vertically would allow the use of different airquose the access to all users. Splitting the airquose vertically would allow the use of different airquose the access to all users. Splitting the airquose vertically would allow the use of different airquose.	operational lately issues. However, some airspace seen may choose to busible to operate in some classe of airspace. Access with ont routing the prime land but some airspace searce may be presented from operating in the airspace due to the lock of the necessary equipment (radio or transporter). The use of latters of Agreement and local operating procedures will busitised to fastitute access to all surses. Splitting the airspace restrictly would allow the use of Offerent impace classifications, registring access shares for those arranges users that cannot cannot near offerent impace classifications, registring access shares for those arranges users that cannot cannot may be also also also be the sources of the and the sources that the context may be also be able to the sources of the source access that the source of the and the context the context cannot be able of the sources of the source access that the source of the source access more and the sources of the source access that the source of the source access more and the sources of the source of the source access that the source of the source access the source access the source access more access the source of the source access that the source of the source access the source access more access the source of the source access that the source of the source access the source acces
				accordance with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.	with the airpace dassification, GA aircraft not able or willing to access the airpace will be required to avoid. This represents a greater inpact than the Do Nothing option.	 Alle in willing to access the airspace will be required to work? This represents a greater inpact than the Do Nothing option. 		Cataloncidon, Linkis to desenting operatoria same asses, nateware, tone angarar usen may be unable or chock not to sparsh is home danse of alregard Across will not mutihely be denied but some angara usen may be prevented for operating in the alregarde due to the back of the necessary approximation (and one transported). The use of Letters of Agreement and local operating procedures will be utilized to facilitate across to all users. There is expected to be more of an imp than the De Northing option.	for something operations if unity, some, interest, name angezet and may be a something the source of any source. Names will not multiply be broaded at any analyzers areas may the properties in some constraints of the source of a source of the source of t	For every first generation is driven. Inserver, same images avery may choose be unable to provine its term down if anyone. A new of information by the induction on anyone transported is term down and a second anyone in the second anyone is the second term product. The use of lations of Agreement and body apenting proceders with the skifts of the factories excess the second anyone vertically would be the use of different any part dess/factories, mitigating accoss is such for these anyone vertically would be the use of the second engages dess/factories. There is appeared to more of an inpact that not accoss more relative anyone dess/factories. There is appeared to more of an inpact that not a for the project.	For eventful questions after three, however, same singles user may choose a built only properties instruct double of anyone. Neares with an endouble built built to now airpuss users may remappeder, the use of lations of Agenement and built operating procedures with built built built built and a single and anyone and anyone the single and the single anyone destification, mitigating across itsues for those airpaces users that cannot anyone more which engages desting anyone. There is appeared to more of an inpact that the Do builty option.	The eventing questional after human. However, store airpace asin may choose to bundle burger properties to use observations of anyone. Near all informationly behaviored but same airpace users me prospected. The user all latters of Agreement and East Signary and Signary	operational utility issues. To server, some airpapera user meny choose or to unable to operate in some closes of improve. Access of the controlocity deviced being to some any prove one meny top prevende it mono practicity in the some close of the control operation of the close of the close or top operating the some close of operating concellent will be closed to facility access to all outs. "Solitog the airpaper versicity sould allow the operating concellent will be closed to facility access to all outs." Solitog the airpaper versicity sould allow the operating concellent will be closed access to all allow on theorem on the solitop of the airpaper enversion from the forther closed access and allow closed and closed and the closed on prevents from the forther closed access the solitop operating close solitop closed and the closed one prevents from the forther closed access and the closed one closed access and the closed one closed one closed one closed one closed one prevents from the forther closed access closed one closed on
				accordance with the anguese classification, CA Alexit of tot failed willing to account the anguese will be majored to anout. The represents a greater impact than the Do Nothing option.	with the simplest datas fluction, CA almost not able or willing to access the aimpace with provide to accid. This represents a greater impact than the Da Nothing option.	e delor or willing to access the airpace will be required to avoid. This represents a greater impact them the Da techniq option.		Consistences, univer, or sourceast generations along its alon. Indexet, (balance along along and along along along along along along along along along approximation of the along along along along along along along along approximation the along br>along along br>along along br>along along br>along along al	In eventing operational shift uses. Nearest, stars import and the should be been prevent to the stars of argues. A tess of a transley by the shift uses anyone can say the transport of the stars of argues. A tess of the starshey by the shift prevents any stars or any transported. The set of class of dependent and for any starshey are shift preventions will be shifted to be further across the stars. A shift be any anyone victory would also have an effort or anyone can be anyone of the shift prevention of the shift prevention of the shift prevention of classifications, mitigating across lasers for those air paper uses that constraines now restrictions anyone classifications. There is equivaled to be now of an input than the Do batche police.	for eventing operational utility issues. Nonvert, when argues event may choose or buildes to operate its sum choose and engines. Access will be notable to develop the set of the sum and use to a superate its sum choose and a superative structure of the set of th	for eventing operational utility kauses. Non-ever, some angrasse aven mang choses or be unable to generate is some dissance. Receive all the counding be deside that uses all appears and the programmer is the source of a source and the source of the source and the source of the source of the source and the design of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of	The exertified quantization during house. Nowever, some alrapsed uses may closure to be unable to properties instruct documents of anyone. Account of the controlled by the ended to use manyone current restructioned. The use of culture of degreement end load guarding and the source and the source destructions. The use of culture of degreement end load guarding procedures will be during to classifications can be also as a supervision of the source and anyone control of endered integration destructures, mitigating account isoure for these singueses uses that cannot access more endertities anyone destructions. There is expected to be more of an inspect than the Do Notherg option.	In part ICC deliber som in knyrage her de dave, sugerher uf fra suppart for deliber som for antibility opperation of signitum, som sugerage som anna som att an sudet is sparset i som dave and ranges. An en blan studiet is de oftat at our augusta som man pår systemist fram gareting i hør som att at som att att att at som att anna starsparset i som att att att att som att att att att att att att att att att
				accordance with the arrayses classifications (54 kines) for all blow willing to accord with arrayses will be regarded to avoid. This represents a greater impact than the Oo Kushing option.	with the airspace claudification, CAA shares the deliver an ellipse to account the airspace will be represented as sould. This represents a greater impact than the Do Nothing option.	a deter underge anzum hier engen will be regal nel to word. This represents a product input them the Da Matting option.		Callustration, vanue for schemisting opportunities single states, indexed, yook data and the schemistic schemi	properties of the second secon	The more field quantization of the same, however, so that any que can set up obtaine a the added by promeeting the quantization of the same set of the same se	The month of quantitatic all days taxas. Names a strate aspect sets the quantitatic set of the strate of the quantitatic set of the quantitatic set of the quantitatic set of quantitatic sets of quantitatic	The excertified quantitative data, have, hence were placed active systems of the results of the system of the results of the system of the results of the systems of the sy	spectration day loss. Theorem, short days are not phone in building spectra in such class of properties of the spectra in br>spectra days to be the spectra interpret of the spectra in the spectra in the spectra in property properties with an electric in the spectra interpret of the spectra in property properties of the spectra interpret of the spectra interpret of the spectra in the spectra interpret of the spectra interpret of the spectra interpret of the spectra in spectra in the bit of and building bui
General Aviation /	Economic impact from In	nitial Options Appraisat: 2	Noncome tradiciona que ha activipada a fuero Algorito de construir da ac					Introducing this option should improve operational efficiency and reduce delays.	Introducing this option should improve operational efficiency and reduce delays. This will contribute	Introducing this option should improve operational efficiency and reduce delays. This will contribute	Introducing this option should improve operational efficiency and reduce delays. This will contribute	Introducing this option should improve operational efficiency and reduce delays. This will contribute	appendixed and by times. There are a strateging as an in the holes of building strate in the strate of building appendixes to the strateging as a strategin
General Aviation / commercial airlines	Economic impact from In increased effective Q capacity	ničial Options Appraisat: 2 Jualizative e	Na manana in divinta ngasita y antinggadi di Sular Argan Tar Ma antinadi ana cumul nga mga ganalata ng Manda nga nga Malanni ananan. Ikawih ngapaté mga nga nga nga nga nga nga nga nga nga n					Instruction glibs spline should improve spectrated efficiency and reduce delays. This will can back to the delayery of associated bandlis including increased effective capacity which is predicated in hand effect and reduce associated with as associated with as increases in both all increases rates of the set. This would	Introducing this option should improve operational efficiency and reduce delays. This will contribute	Introducing this option should improve operational efficiency and reduce delays. This will contribute	Introducing this spliten should improve operational efficancy and reduce delays. This will contributes to the delaway of associate barrelia including increased effective capacity which is predicted to have	Introducing this option should improve operational efficiency and reduce delays. This will contribute	
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provider Airport / Air	Training costs in Training costs in Q Q Other costs in Q Q Operational costs In	telefolgen Approxil Telefolgen Approxil Telefolge	While current operations are tolerably safe, a disproportionate amount of controller capacity is consumed ensurine this is the case. The basy air traffic environment may	Amount of a second	 In territorio of PSpreaches associated a per of PS IND A measurement of PSpreaches associated a per of PS IND A measurement of PSpreaches associated as per of PS IND A measurement of PSpreaches associated as per of PS IND A measurement of PSpreaches associated as per of PSP IND A measurement of PSP Ind A me	An extended on a fill procedure constraint or part of the tool type process method with the type of the tool type process of the type proces of the type proces of the type process of the type process o	According and according and according and according accordin	In standard per special could repair specialized white two per special could repair to a special could repair a special could repair the special could repair the special could repair the special could repair to a special could repair the special could repair to a special could repair the special could repair to a special could repair the special could repair to a special could re	Image:	Evaluation (b) again that a spee speed out of theory is not out of the speed out of the speed of the speed out of the sp	Indexing by spin-shaded approx particular distribution of an exception of the particular distribution of the partis distribution of the partis distribution of the particular distrib	endersonality of spins shall and spins up of spin shall and spins. The order spin spin spin shall and spins shall and spin shall and spi	Image: Interpretent in body to report of determined with a public det store. This with and the body to report of determined with a public determined with a second determined
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provider Airport / Air	Training costs in Training costs in Q Q Other costs in Q Q Operational costs In	telefolgen Approxil Telefolgen Approxil Telefolge	While current operations are tolerably safe, a disproportionate amount of controller capacity is consumed ensurine this is the case. The basy air traffic environment may	Amount of a second	 In territorio of PSpreaches associated a per of PS IND A measurement of PSpreaches associated a per of PS IND A measurement of PSpreaches associated as per of PS IND A measurement of PSpreaches associated as per of PS IND A measurement of PSpreaches associated as per of PSP IND A measurement of PSP Ind A me	Association of Physical Are consisted a period for 100 Spymore advected by the second with the second with the second second with the sec	According and according and according and according accordin	In standardsen bestellter helvelt ergesangenetiender Allenen och en standardsen en standardsen helvelt ergesangenetiender Allenen helvelt ergesand erfehetsen erfolgter br>erfolgter erfolgter br>erfolgter erfolgter erfolgter erfolgte	Image:	Instanting to spatial shared spanial and stand affects capacity of an analysis by spatial shared spanial and standing and analysis of the spatial standing spatial shared spatial standing spatial shared spatial standing spatial shared spatial standing spati	Indicating the spectra development of sector of sector sectors in the sector of t	endedness of second secon	Image: Interpretent in badding the second reflection graphic badding the second reflection the second reflection graphic ba
provider Alsport / Air	Training costs in Training costs in Q Q Other costs in Q Q Operational costs In	telefolgen Approxil Telefolgen Approxil Telefolge	While current operations are tolerably safe, a disproportionate amount of controller capacity is consumed ensurine this is the case. The basy air traffic environment may	Amount of a second	 In territorio of PSpreaches associated a per of PS IND A measurement of PSpreaches associated a per of PS IND A measurement of PSpreaches associated as per of PS IND A measurement of PSpreaches associated as per of PS IND A measurement of PSpreaches associated as per of PSP IND A measurement of PSP Ind A me	Association of Physical Are consisted a period for 100 Spymore advected by the second with the second with the second second with the sec	According and according and according and according accordin	In standardsen bestellter helvelt ergesangenetiender Allenen och en standardsen en standardsen helvelt ergesangenetiender Allenen helvelt ergesand erfehetsen erfolgter br>erfolgter erfolgter br>erfolgter erfolgter erfolgter erfolgte	Image:	Instanting to spatial shared spanial and stand affects capacity of an analysis by spatial shared spanial and standing and analysis of the spatial standing spatial shared spatial standing spatial shared spatial standing spatial shared spatial standing spati	Indicating the spectra development of sector of sector sectors in the sector of t	endedness of second secon	Image: Instruction in the second se

INITIAL OP	TIONS APPRA									_
		Summary of Analysi	a This option offers more protection for the approach procedures and departure routes and provides connectivity to the airways structure. It would contain departure and transition procedures to the south of the airport, ensuring that Commercial Air Transport would remain	a. This option offers more protection for the approach procedures and departure routes and provides connectivity to the always structure. It would contain departure and transition procedures to the south of the alport, ensuring that	This option offers more protection for the approach procedures and departure routes and provides connectivity to the always structure. It would contain the departure and transition procedures, ensuring that Commercial Air Transport	This option offers more protection for the approach procedures and departure routes and provides connectivity to the airways structure. It would contain the departure procedures but not all of the transition procedures, Commercial Air	This option offers more protection for the approach procedures and departure routes and provides connectivity to the airways structure. It would contain the departure and transition	Whilet this option protects the final approach and initial climb out paths and could provide connectivity to the airways structure, it would not contain the full departure and transition procedures and	b) This option offers more protection for the approach procedures and departure routs and provides connectivity to the airways structure. It would contain the departure	es This option protects the final approach and initial o structure. It would contain departure and transition
			Inside Controlled Airupace when arriving or departing from the Airport. The complexity of the airupace boundary and wrap-around of Durkeswell and North Hill airfields may lead to unsurborised incursions and create choke points. This option will not be taken forward.	Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. The complexity of the airspace boundary and wasp-around of Cunkneward North Hill airliefds may lead to unauthorhed incursions and create choke points. This option will not be taken forward.	would remain inside Catriciled Ainpace when arriving or departing from the Airport. The complexity of the ainpace boundary and wrap-around of Dunksewell and North Hill airfields may lead to unsuborised incursions and make chol points. The lower ainpace portion of this option can be arrended to be the same as Option 14, notwithstanding the	Transport would not remain inside Controlled Ainpace when arriving at the Airport. The complexity of the ainpace boundary, creating a "ou'-de-sat" in the ainpace around North XIII and Dunkessell ainfelds may lead to unauthorised incursions and create choice points. This option will not be taken forward.	procedures, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. Although the design may be considered complex and and an arriving or departing from the Airport.	Commercial Air Transport would not remain inside Controlled Airspace when wriving or departing of from the Airport. This option is considered to be the minimum acceptable solution but is not ideal from the airport's point of view. This option will be taken forward but is not the preferred option and the solution of the solution of the solution of the solution option and the solution option.	and transition procedures, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. This option will be taken forward but is not the arriviered option.	Commercial Air Transport would remain inside Co This option will be taken forward but is not the pre
				Example and the example in the grants. This upper the maximum and the second metric.	points in the set of part part of the space of the space of the set of the set of the set of part of the set o	neuronna anno o mar succer partes. Tris spoon marine ar anne i ar mare.	OK required to ensure traffic remains inside CKS. This option will be taken forward but is not the preferred option.	e would only be implemented without SID or Transition procedures.	The second	
Group	Impact	Level of Analysis	Airupace Option 15	Airspace Option 16	Ainpace Option 17	Airupace Option 18	Aimpace Option 19	Aimpace Option PE1	Ainspace Option PE2	Air
			Option A15 sub-options a, b, c, f, g, h and i There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace option.	Option A16 sub-options a, b, c, f, g, h and i	Option A17 sub-options a, b, c, f, g, b and i	Option A18 sub-options a, b, c, f, g, h and i	Option A19	Option PE1 sub-options a and c There is unlikely to be a significant charge in the noise impact on health and quality of life as a result of	Option PE2 sub-options a, b, c, f, g, h and i	Option PEI as
Communicies	and quality of life	Qualitative	There is unlikely to be a significant charge in the noise impact on health and quality of life as a result of implementing this airpace option. The routes flows by commercial aircraft anniving at or departing from Leater Airport are unlikely to charge from the Do Nothing option. Less avoiding action needed hold reduce the noise impact in some areas. The increased size in the airpace may lead to Dater-based G	b. There is unlikely to be a significant change in the noise inpact on health and quality of life as a result of implementing this ainpace option. The routes flown by commercial aircraft arriving at or departing from Deeter Airport are unlikely to Ap change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The	There is unlikely to be a significant charge in the noise inpact on health and quality of life as a result of implementing to alrapsic option. The routes flown by commercial aircraft arriving at or departing from Deter Airport are unlikely to charge from the Do Nothing option. Less avoiding action needed should induce the noise impact in some areas. The	is: There is unlikely to be a significant change in the noise inpact on health and quality of life as a result of inplementing this aimpace option. The routes flows by commercial aimraft arriving at or departing from Datter Aimport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The	Intere is unaxies to a sugmicant change in the noise impact on heath and quarty or the as a result of implementing this simpace option. The routes from by commercial accretion tarriving at departing from Easter Arizont are unlikely to change from the Do Nothing option. Less avoiding the second secon	There is unsay to be a significant charge in the noise impact on nearn and quark or tire as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Akport are unlikely to charge from the Do Nichting option. Less avoid at action needed	If There is unlikely to be a significant change in the noise impact on health and quality or life as a result of implementing this airspace option. The routes flown by commercia aircraft arriving at or departing from Deter Airport are unlikely to change from the	intere is unkney to be a significant change in the i al implementing this airspace option. The routes fit Airport are unlikely to change from the Do Nothil
			alrorath moving their fight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may	Increased size in the airspace may lead to Eletter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to any new	increased size in the airspace may lead to Dester-based GA aircraft moving their flight areas further away from the airp but this is unlikely to have a significant noise impact on health and quality of life. Although access to any new airspace,	rt Increased use in the airpace may lead to Datter-based GA aircraft moving their fight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to any new airpace,	action needed should reduce the noise impact in some areas. The increased size in the aimpace may lead to Exeter-based GA aircraft moving their fight areas further away from the airport but	should reduce the noise impact in some areas. Easter-based GA aircraft are unlikely to charge their route profiles as a result of implementing airspace. Although access to any new airspace, regardless	Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The increased size in the ainspace may lead to Easter-based GA aircraft	Impact in some areas. The increased size in the air areas further away from the airport but this is un
			choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be furnelled. However, these areas are rural areas so the	airspace, regardless of the classification, would be facilitated by Dester ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated	regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exace based in	regardless of the classification, would be facilitated by Deter ATC, some GA aircraft may choose to fly around the airspac rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas	a this is unlikely to have a significant noise impact on health and quality of life. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA	of the classification, would be facilitated by Exeter ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may	e moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to any new	Ife. Although access to any new airspace, regard some GA aircraft may choose to fly around the ai
			impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	g in ansa considered to be choke points where GA aircraft could be furnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	areas considered to be chole point, where GA aircraft could be funneled. However, these areas are rural areas to the impact should not be significant. Implementing this option should not see a significant change in the impact of noise fit the Do Nothing option.	considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact in should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Starbine runnin.	alreadt may choose to fly around the ainpace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be furnelled. However, these area are rural areas to the impact should	However, these areas are rural areas so the impact should not be significant. Implementing this	aimpace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may choose to fly around the aimpace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas	A noise around the local area. This may be exacerba could be funnelled. However, these areas are run this option should not see a significant change in to
							not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.		considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this	
									option should not see a significant change in the impact of noise from the Do Nothin option.	ε
Communities	Air Quality	Initial Options Appraisal: Qualitative	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local at quality from the Do Nothine option. Some GA aircraft operative below 1,000 ft in the local area may decide to route around the	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no chance in local air quality from the Do Nothine potion. Some GA aircraft operating below 1,000 ft in the local area	implementing this option would result in no change to the position of Easter-based aircraft below 1,000 ft so there will no chanse in local air puells from the Do Nothine cotion. Some GA aircraft operating below 1,000 ft in the local area to	be Implementing this option would result in no change to the position of Earler-based aircraft below 1,000 ft so there will be up no channe in local air quality from the Do Nothine option. Spree GA aircraft coerdinat below 1,000 ft in the local area ma	Implementing this option would result in no change to the position of Exeter-based aircraft below y 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA	Implementing this option would result in no change to the position of Electer-based aircraft below 1.000 ft so there will be no change in local air quality from the Do Nothine option. Some GA aircraft	Implementing this option would result in no change to the position of Exeter-based aircraft below 1.000 ft so there will be no change in local air quality from the Do	Implementing this option would result in no chang there will be no change in local air quality from the
			aimpace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.	may decide to route around the airupace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.	decide to route around the sinpace, which may result in a change in local air quality. However, this is especied to be a small and insignificant change.	decide to route around the ainpace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.	aircraft operating below 1,000 ft in the local area may decide to route around the airquare, which may result in a change in local air quality. However, this is expected to be a small and insignifican	operating below 1,000 ft in the local area may decide to route around the airspace, which may result to a change in local air quality. However, this is expected to be a small and insignificant change.	Nothing option. Some GA sincraft operating below 1,000 ft in the local area may decide to route around the aimpace, which may result in a change in local air quality.	In the local area may decide to route around the a However, this is expected to be a small and insign
			There will be no change in the Exeter, Crediton or Cullompton AGMAs as a result of implementing this option.	There will be no change in the Detter, Crediton or Guilompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cultompton AQMAs as a result of implementing this option.	There will be no change in the Daeter, Crediton or Cullompton AQMAs as a result of implementing this option.	change.	There will be no change in the Exeter, Crediton or Callompton AQMAs as a result of implementing this	However, this is expected to be a small and insignificant change. There will be no chanse in the Easter. Crediton or Cultomoton ADMAs as a result of	There will be no change in the Exeter, Crediton or
							there are us to brange in an case, chosen or casespan regime as a neuron implementa this option.	i upotet.	implementing this option.	
Wider Society	Greenhouse Gas impact	t Initial Options Appraisal: Qualitative	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths at Exter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths at Date: Alsont, the need for ATC to provide avoiding action to commercial air traffic will vanife write reduce	By implementing an airrpace solution that creates the known traffic environment to protect the final approach and clin out paths at batter Apport, the need for ATC to provide avoiding action to commercial air traffic will implicative media This will reduce the number of additional texts rime for terms and also reduce environme, and the prevenses are impact.	b By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths at Darter Airport, the need for ATC to provide avoiding action to commercial air traffic will view/inversion.	By implementing an airupace solution that creates the known traffic environment to protect the final approach and climb out paths at Easter Airport, the need for AIC to provide avoiding action	By implementing an ainpace solution that creates the known traffic environment to protect the final to approach and climb out paths at Dater Airport, the need for ATC to provide avoiding action to	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out oaths at Earler Aircort, the peak for ATT is	By implementing an airspace solution that creates and climb out paths at Datter Airport, the next for
			of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.			. subpits at Darke Appert, the need for ATC to provide avoide particle to commercial air buffle of significantly reduce. This will reduce the number of additional track makes flows and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient dispursive and annual profiles, further reducing the impact. This should enault in an emitting of the second se	conversion air traffic will significantly reduce. This will reduce the number of additional track miles from and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrial profiles, further reducing the impact. This should result is a	commercial air traffic will significantly reduce. This will reduce the number of additional track miles from and also reduce emissions and the greenhouse gas impact. It will also combute to more	By implementing an airpace solution that creates the known traffic environment to protect the final approach and climb out paths at Easter Airport, the need for ATE to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the reduce the number of additional track miles flown and also reduce emissions.	significantly reduce. This will reduce the number of the greenhouse gas impact. It will also contribute
			There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothine option.	positive benefit over the Do Nothing option. t There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which	positive benefit over the Do Nathing option. There may be an increase in track miles, and therefore fuel burn, for some GA alccraft avoiding any new almoace, whic	window Conference on the Conference of the Confe	more encent departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	 efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option. 	greenhouse gas impact. It will also contribute to more efficient departure and arriva profiles, further reducing the impact. This should result in an positive benefit over th Do Nothing option.	reputing the impact. This should result in an posi- tee There may be an increase in track miles and there
			and a second second with the second sec	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	would represent an increase over the Do Nothing option.	would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA alrcraft avoiding a new singace, which would represent an increase over the Do Nothing option.	ny There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	to noming option. There may be an increase in track miles, and therefore fuel burn, for some GA aircraft	which would represent an increase over the Do N ft
									avoiding any new aimpace, which would represent an increase over the Do Nothing option.	
Wider Society	Capacity and resilience	Initial Options Appraisal:	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and realizes of both the above and the eared antional infrastructure. This would rearrange as improvement over the Dr. Nothing option.	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and realisms of both the airport and the overall national infrastructure. This would recovered as incrovement	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of execute and realizers of both the almost and the neural instance informational the set of the set of the management of execute and realizers of both the almost and the neural instance informational the set of th	This option should reduce operational delays, allowing efficiency of operations thereby supports the management of capacity and resilience of both the aizport and the overall national	This option should reduce operational delays, allowing efficiency of operations thereby supporting the	Phis option should reduce operational delays, allowing efficiency of operations is thereby supporting the management of capacity and resilience of both the airport and	This option should reduce operational delays, allo
		qualitative	reserve or oom the aliport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	capacity and resilence of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	c capacity and residence of both the airport and the overall national infrastructure. This would represent an improveme over the Do Nothing option.	c papercy and resilence of both the airport and the overall national infrastructure. This would represent an improvement over the Do Northing option.	the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	 merecy supporting the management of capacity and resilience of both the airport ar the overall national infrastructure. This would represent an improvement over the D Nothine oction. 	no management of capacity and resilience of both the nepresent an improvement over the Do Nothing o
									morring opposition.	
Wider Society	Tranquility	Initial Options Appraisal:	The proposed airupace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's	The proposed simpace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's	of The proposed singace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of	The proposed sinpace overlies parts of Dartmoor National Park to the west and the Backdown	The proposed simpace overlies parts of Dartmoor National Park to the west and the Blackdown and	The proposed airspace overlies parts of Dartmoor National Park to the west and the	The proposed airspace overlies parts of Dartmoor
		Qualitative	The proposed alrapses overlies parts of Destroor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Basely to the east. There will be an inspact from alroad's flying arrival routes but this is Black to be the same as the Do nothing option as instruct arriving at the Basel currently overfit the area.	The proposed simpace overlap parts of Centroper National Park to the west and the Backdown and East Devon Awa's, of Outstanding Netural Resulty to the east. There will be an impact from atcraft flying annual routes but this is likely to be the same as the Do notifie options as aircraft anniving at the algorith currently overlip this area.	Outstanding Natural Beauty to the east. There will be an impact from aircraft flying arrival routes but this is likely to be same as the Do nothing option as aircraft arriving at the airport currently overfly this area.	al The proposed strepso overline parts of Dartmoor National Park to the west and the Nackdown and Dast Devon Area's of the Oxfording Natural Sease's to the wait. There will be an impact from aircraft Rying structure but this is Nady to be the same as the Oxfording option an alcound antiving all the above contently overly this area.	The proposed singuce overlass parts of Darimor National Park to the west and the Backdown a not East Deven Avera's of Outstanding Natural Beauty to the east. There will be an inpact from arisentif thing analysis of the National Section 2014 and the Section 2014 and antilege at the alignest currently overly this area.	The proposed airspace overlies parts of Dertmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. Three will be an impact from aircraft Bying arrival routes but this is likely to be the same as the Do nothing option as aircraft arriving at the alignort currently overligh this area.	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft flying arrival routes but this is likely to be the same as	Area's of Outstanding Natural Beauty to the east. this is likely to be the same as the Do nothing opti-
			The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have no of an impact compared to the Go Nothing option.	The redistribution of GA sincefit avoiding any new sincece may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.		The redistribution of GA sincraft avoiding any new sincease may increase overfight of areas of	the Do nothing option as aircraft arriving at the airport currently overfly this area. The redistribution of GA aircraft avoiding any new airspace may increase overflight o	The redistribution of GA aircraft avoiding any new of have more of an impact compared to the Do Noth
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Wilder Sprietz	Exclusive:	Initial Options Appraisal:	This option is not expected to result in any changes to biodiversity gives that the implementation will not require any ground works to	This option is not expected to result in any changes to biodiversity given that the implementation will not require any	This option is not expected to result is any changes to biodiversity given that the implementation will not require any	This option is not expected to result in any changes to biodivenity given that the implementation will not require any	This ordine is not association result in any changes in bindiancity along that the implementation	This notion is not experted to result in any changes in Northernity sizes that the implementation will	This notion is not senaried in result is any changes to biodisarshy elses that the	This option is not expected to result in any charge
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General Aviation	Access	Initial Options Appraisal:	Exiter ATC will facilitate access to aimpace for all users, regardless of the aimpace classification, unless for overriding operational safety	Deter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding	Deter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding	Easter ATC will facilitate access to aimpace for all users, regardless of the aimpace classification, unless for overriding	Deter ATC will facilitate access to ainpace for all users, regardless of the ainpace classification,	Easter ATC will facilitate access to aimpace for all users, regardless of the aimpace classification, unless	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace destination actions for providing providence of the internet access to airspace	Deter ATC will facilitate access to airspace for all s
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final approach and initial climb out paths and provides connectivity to the alrways
tain departure and transition procedures to the south of the airport, ensuring that art would remain inside Controlled Airspace when arriving or departing from the Airport.
n forward but is not the preferred option.
Airupace Option PE3 Option PE3 sub-options a, b, c, f, g, h and i
Optimit 23 advegtion 4, 24, c2, 4 and in the second second second second second second second second second second second second second second second second second the second br>second second secon
hange from the Do Nothing option. Less avoiding action needed should reduce the noise The increased size in the ainpace may lead to Deter-based GA aircraft moving their flight.
in the airport but this is unlikely to have a significant noise impact on health and quality of any new airspace, regardless of the classification, would be facilitated by Exeter ATC,
hoose to fly around the airspace rather than through it, resulting in a redistribution of innea. This may be exacerbated in areas considered to be chose points where GA aircraft and the second sec
ee a significant change in the impact of noise from the Do Nothing option.
on would result in no change to the position of Easter-based aircraft below 1,000 ft so
on would result in no change to the position of Exeter-based aircraft below 1,000 ft so in localar quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft cide to route around the airspace, which may result in a change in local air quality. ed to be a small and insignificant change.
ed to be a small and insignificant change.
in one been, consistent consistent regions as a result of imperiencing one spoor.
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se in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, an increase over the Do Nothing option.
ra maretired falses allocates afficiency of recording themes concentres."
ue operational delays, allowing efficiency of operations thereby supporting the y and resilience of both the airport and the overall national infrastructure. This would ent over the Do Nothine option.
overles parts of Dartmoor National Park to the west and the Blackdown and East Devon latural Beauty to the east. There will be an impact from aircraft flying arrival routes but me as the Do nothing option as aircraft arriving at the airport currently overfly this area.
A alrcraft avoiding any new airspace may increase overflight of areas of tranquility and compared to the Do Nothing option.
ted to result in any charges to biodiversity given that the implementation will not require upport implementation.
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