



Glasgow Airport FASl-N Airspace Change Proposal

Stage 3
Consultation Strategy

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1

Introduction

Introduction

1.1 Airspace Modernisation

- 1.1.1** In 2017 The Department for Transport (DfT) notified aviation stakeholders that, as demand for aviation is forecast to continue growing, delays and environmental impacts are expected to increase if the UK's airspace is not upgraded to introduce additional capacity.
- 1.1.2** In response, the Civil Aviation Authority (CAA) was tasked to develop the UK Airspace Modernisation Strategy (AMS)¹ which was first published in December 2018.
- 1.1.3** The overall programme of changes required to implement the AMS is considered one of the most significant airspace and Air Traffic Management (ATM) developments ever undertaken. Some of the most important changes described in the AMS concern the widespread adoption of satellite-based navigation technology, known as Performance Based Navigation (PBN).

1.2 Scottish Airspace Modernisation and the Co-ordinated Consultation

Background

- 1.2.1** The Airspace Change Organising Group (ACOG) was formed in 2019 under the direction of the UK Government Department for Transport (DfT) and Civil Aviation Authority (CAA), who co-sponsor and regulate airspace modernisation. ACOG is tasked with developing the UK Airspace Change Masterplan (the Masterplan), with oversight from an impartial Steering Committee of senior representatives drawn from across the aviation sector. More information is available on ACOG's website, www.acog.aero.
- 1.2.2** The UK's airspace is being upgraded as part of the UK Government's airspace modernisation programme. This includes redesigning the arrival and departure routes that serve many of the UK's airports. Airspace modernisation will be delivered, in part, through a series of linked ACPs. Eighteen of the UK's airports are sponsoring ACPs to upgrade the arrival and departure routes that serve their operations in the lower airspace (below 7,000ft). NATS, the UK's licensed Air Navigation Service Provider for en route operations, is currently sponsoring seven ACPs to upgrade the route network that sits above 7,000ft, in busy portions of airspace where there are lots of climbing and descending flights, referred to as Terminal Control Areas (TMAs).

¹ More information on the AMS can be found [here](#)

The Airspace Change Masterplan

1.2.3 Airspace modernisation is a complex programme, with many organisations working together on a single coordinated implementation plan out to 2040 – the Masterplan. The changes that make up the Masterplan will upgrade the UK’s airspace and deliver the objectives of the Government’s AMS.

1.2.4 The Masterplan is organised into four regional clusters so that the simpler airspace changes can be deployed sooner, realising benefits earlier. The timelines for making airspace changes are generally shorter for the simpler clusters where there are fewer airports and less complex interdependencies between the airport ACPs.



Figure 1: Four clusters of the Airspace Change Masterplan and airport sponsored ACPs

Scottish Airspace Modernisation

1.2.5 Glasgow Airport’s ACP forms part of a wider Scottish Airspace Modernisation proposal. This is formed between three airspace change sponsoring organisations, often referred to as “the sponsor”, Glasgow Airport, Edinburgh Airport and NATS En-route Plc (NERL). Within the Masterplan, the modernisation of Scottish Airspace is referred to as the Scottish Terminal Control Area (ScTMA) cluster however throughout our Consultation materials, we will refer to this as ‘Scottish Airspace Modernisation’.

1.2.6 Glasgow Airport and Edinburgh Airport are responsible for the modernisation of their departure and arrival routes below 7,000ft and the associated Controlled Airspace. NERL is responsible for connecting these routes into the network airspace, and the wider route network above 7,000ft.

1.2.7 The three ACPs are being progressed independently however there are design interdependencies between the proposals i.e. a change to Glasgow Airport’s design may result in a knock-on change for NERL and/or Edinburgh Airport.

1.2.8 This means that Glasgow Airport, Edinburgh Airport and NERL, coordinated by ACOG, have worked closely together to develop the Scottish Airspace Modernisation proposal.

1.2.9 It also means that for some stakeholders a coordinated approach to consultation has been developed. Within this consultation strategy, the stakeholder groups considered coordinated are airlines, some general aviation organisations, military, the National Air Traffic Management Committee (NATMAC), neighbouring airports, and some MPs and MSPs. Details of our coordinated approach to consultation can be found in Appendix A and a full list of stakeholders, including which stakeholders are coordinated, can be found in Appendix B.



1.3 Airspace change process

1.3.1 Since January 2018 any changes to airspace are required to follow the CAA's CAP1616 regulatory guidance. CAP1616 outlines a 7-stage process for changing airspace design, including community engagement requirements.

Stage 1 – Define
Assess requirement
Design Principles
Define gateway

Stage 2 – Develop and Assess
Options development
Options appraisal
Develop and assess gateway

Stage 3 – Consult / Engage
Consultation / engagement preparation
Consult / Engage gateway
Commence consultation / engagement
Collate & review responses

Stage 4 – Update and Submit
Update design
Submit proposal to CAA

Stage 5 – Decide
CAA assessment
CAA Decision

Stage 6 – Implement
Implement

Stage 7 – PIR
Post implementation review

1.3.2 A key principle of the airspace change process is that it is as transparent as possible throughout. Those potentially affected by an airspace change proposal should feel confident that their voice has a formal place in the airspace change process.²

1.3.3 The CAA monitors the progress of an airspace change proposal against the requirements of the airspace change process at key defined points, called gateways. At each gateway, the CAA will assess whether the relevant airspace change process requirements have been met. The gateways are there to determine whether the airspace change process has been followed up to that point, and whether to approve the progress to the next stage.³

1.3.4 In early 2023 the CAA conducted a public consultation on proposed changes to CAP1616, and Edition 5 of the document was published at the end of October 2023. In November 2023 the CAA wrote to Glasgow Airport to inform them that Stage 3 of the CAP1616 should be carried out in accordance with Edition 5.

1.3.5 As such, this consultation strategy and all our Stage 3 documentation will be based on the guidance provided in [Edition 5 of CAP1616](#) and [CAP1616 f, Guidance on Airspace Change Process for Permanent Airspace Change Proposals](#). Stages 1 and 2 of the Glasgow ACP were written in accordance with CAP1616 Edition 4, which is available [here](#).

Figure 2: CAP1616 (Edition 5) 7-Stages

² CAP1616 Edition 5 Page 14, Paragraph 1.30

³ CAP1616 Edition 5 Page 20, Paragraphs 2.16–2.17

1.4 Glasgow Airport's Airspace Change Proposal

- 1.4.1** Glasgow Airport Limited (referred to as 'Glasgow Airport', 'we' or 'our' throughout this document) began the Airspace Change Proposal (ACP) to modernise our airspace in June 2019. The proposal seeks to upgrade the airport's arrival and departure routes from the ground up to 7,000ft and review the boundaries between controlled and uncontrolled airspace.
- 1.4.2** A key element of the proposal and of the UK's AMS is the introduction of modern satellite-based navigation, called Performance Based Navigation (PBN).
- 1.4.3** Following the detailed appraisal work undertaken in the Full Options Appraisal (FOA), we have identified one proposed option which we plan to take forward to consultation. Within the FOA document this is called Option 5.
- 1.4.4** Below is a high-level summary of the Full Options Appraisal of Option 5. More information can be found in the Main Consultation Document.



Noise

The noise assessment shows an overall **reduction in total adverse effects on health and quality of life from noise**.

It is important to note that in some areas the proposed option changes here aircraft fly compared to today. There could therefore be local positive benefits and negative impacts to some areas surrounding Glasgow Airport. These local impacts are fully explained in the Full Options Appraisal.

To further help communities understand the impacts to their area, we have created interactive noise maps which can be found on our Glasgow Airport consultation website. This interactive map allows you to enter your address, or navigate to an area shown on the map, and see how the proposed option would benefit or impact you.



Air quality

The proposal is predicted to have a **negligible impact on local air quality**.



Greenhouse Gas Emissions

The proposal is predicted to **reduce** the total annual and per flight Greenhouse Gas Emissions.⁴



Tranquility

The proposed option is **not expected to result in a significant change to the perception of tranquillity** within the Loch Lomond National Scenic Area, the Loch Lomond and Trossachs National Park or any **Candidate Quiet Areas**.⁵

There will be changes in the number and extent of overflight of some Candidate Quiet Areas, Country Parks and Gardens and Designated Landscapes, which could affect the acoustic character of these areas, but not to the extent that there is a change in quality of life.



Biodiversity

No biodiversity impacts are expected to the European sites identified as part of the Habitats Regulatory Assessment screening. European sites are made up of Special Areas of Conservation (SAC) and possible SACs, Special Protection Areas (SPAs) and possible SPAs and Ramsar sites (wetlands of international importance) and proposed Ramsar sites.

There will be changes in the number and extent of overflight of some other biodiversity receptors such as Sites of Special Scientific Interest, National Nature Reserves and Local Nature Reserves, but there is no predicted impact to the biodiversity of these sites.

⁴ Please refer to the FOA methodology section for Greenhouse Gas Emissions for contextual information on how the use of planned flight data in the NERL modelling may affect this result

⁵ A candidate quiet area (CQA) is defined as a location that meets specific criteria for low noise levels, providing a tranquil environment. These areas are typically assessed based on noise measurements and may be designated in parks, nature reserves, or other public spaces. Within the Glasgow area, there is Scottish Government action plan which identifies CQAs and more info can be found [here](#).



Capacity

The proposed option is expected to **improve capacity** which will result in **fewer departure delays** at Glasgow Airport.



Resilience

The introduction of modern satellite-based procedures (Performance Based Navigation) removes some of Glasgow's dependencies on outdated ground based navigation which **improves resilience**.



General Aviation

The proposed option involves changes to the lateral boundaries and some classifications of Controlled Airspace. In places, these boundaries overlap between the Glasgow Airport, Edinburgh Airport and NERL proposals. Overall, there is a **net release of Controlled Airspace (CAS) below 7,000ft** which is expected to have positive benefits for General Aviation.

The CAS volume data suggests an overall improvement however it is important to note that in some areas additional CAS is required, and in other areas CAS is being released. There could therefore be positive benefits and negative impacts to some surrounding Glasgow Airport. Please see the Main Consultation Document Section 9 for full details of the CAS proposals and the potential benefits / impacts to particular areas.



Economic impacts

It is expected there **will be economic benefits** as a result of **reduced departure delay**.



Fuel burn

The proposal is predicted to **reduce the total annual and per flight fuel burn**.⁶



Airline costs

It is not anticipated that the proposed option would result in any additional costs to airlines, such as training costs and other costs.



Airport and ANSP costs⁷

There is an **operational cost** for Glasgow Airport to maintain the Instrument Flight Procedures and our noise insulation scheme.

There will be a **cost** to Glasgow Airport and the Air Navigation Service Provider (ANSP) to modernise Glasgow's airspace which mainly involves training Air Traffic Controllers and assistants and updating ATC infrastructure.



Safety

The safety assessments have indicated that the proposed option will **maintain and, in some areas, enhance safety** compared to the 'without airspace change' baseline.



Airspace Modernisation Strategy

Our proposed option **aims to meet** the vision of the Airspace Modernisation Strategy by delivering quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace. As assessment against the objectives of the AMS is included in the section below.

1.4.5 For more information about the option please see the FOA document.

⁶ Please refer to the FOA methodology section for Greenhouse Gas Emissions for contextual information on how the use of planned flight data in the NERL modelling may affect this result

⁷ The cost of development of the ACP, consultation and design are not included in assumptions of cost to Glasgow Airport

1.5 CAP1616 Stage 3 consultation requirements

- 1.5.1** Stage 3 is where the change sponsor, Glasgow Airport, prepares for and undertakes public consultation. Once it has passed the “consult/engage” gateway, which occurs in the middle of Stage 3, the sponsor can launch its consultation.
- 1.5.2** This is a key stage of the airspace change process, for Glasgow Airport to seek feedback to help us understand stakeholders’ views about the impacts of the Airspace Change Proposal. This feedback will help shape the final Airspace Change Proposal ahead of its submission at the end of Stage 4.
- 1.5.3** As part of the preparation for the consultation, we must produce a consultation strategy that meets the following criteria:

CAP1616 Criteria ⁸	Location/Details
Identifies which stakeholders are likely to be impacted, positively or negatively	Section 4.2 – Identifying the Glasgow Airport ACP audience
Explains what stakeholders’ information needs are and, where appropriate any seldom-heard audiences	Section 4.3 – Information needs of the Glasgow audience Section 4.4 – Seldom Heard Audiences
Details how the change sponsor will inform different audiences of the consultation and what opportunities those audiences will have to engage and respond	Section 5.2 – Notification of Glasgow Stakeholders Section 5.3 – Glasgow Consultation Awareness Section 5.5 – Methods of Glasgow Consultation Section 5.6 – Responding to the Consultation
Considers whether it is appropriate to use intermediaries to communicate with impacted stakeholders, or whether the nature of the Airspace Change Proposal means direct contact with impacted parties is more appropriate	Section 5.2 – Notification of Glasgow Stakeholders Section 5.5 – Use of intermediaries Paragraphs 5.5.41 – 5.5.43
Considers whether individual properties need to be contacted, or that sets out other reasonable methods of reaching communities	Section 5.2 – Notification of Glasgow Stakeholders Paragraphs 5.2.4 – 5.2.10
Details the intended start and end dates of the consultation and provides a rationale detailing why the consultation length is sufficient to facilitate an effective consultation	Section 7 – Consultation Length

⁸ CAP1616 Edition 5 Pages 42–42, Paragraph 3.26

Should include a timetable of associated consultation activities	Appendix C – Consultation Communications & Activity Plan
Explains what steps will be taken to generate appropriate level of participation and respond to unexpected events and challenges	Section 5.7 – Encouraging Responses Section 7.2 – Contingency Plan
Details how the consultation material will provide stakeholders with enough information to ensure that they understand the issues and the potential impacts of the airspace change proposal on them, so they can give informed responses	Section 6 – Consultation Material
Sets out how the change sponsor will use the most up-to-date and credible, clearly reference sources of data, with modelling carried out in line with relevant best practice	We have used the most up to date available throughout the progression of our Stage 3 documents with all modelling being undertaken in line with CAP1616 requirements. The sources of data/images are referenced throughout the suite of consultation documents
Should set out how the supporting materials will be developed to suit a range of audiences	Section 6 – Consultation Material

Table 1: Consultation Strategy requirements

1.6 Structure of this document

- 1.6.1** This main body of this document contains the required CAP1616 elements of a consultation strategy relating to the Glasgow Airport consultation.
- 1.6.2** Appendix A contains the information relevant to the co-ordinated consultation between NERL, Edinburgh Airport and Glasgow Airport.
- 1.6.3** Appendix A is not a full consultation strategy and is not intended to be read as such. It aims to provide the details of the co-ordinated elements of the consultation only. Elements of the co-ordinated consultation which are relevant to both sponsors' individual consultations and the coordinated, (such as late responses, contingency plans etc) are contained within the main body of the Glasgow Airport consultation strategy.
- 1.6.4** Appendix B is Glasgow Airport's full stakeholder list. Glasgow has annotated which stakeholders were contacted during Stages 1 and 2 of the CAP1616 process and which have been added during Stage 3. Additionally, any stakeholders that are combined with NERL and/or Edinburgh Airport have been annotated accordingly.
- 1.6.5** Appendix C is the Consultation Communications/Activity Plan for both the co-ordinated elements of the consultation and Glasgow Airport's own consultation elements.



2

Objectives

2.1 Consultation Strategy Objectives

- 2.1.1** Table 1 identifies the criteria required within a consultation strategy, however, **CAP1616 f** states that the sponsor should also have high level objectives which underpin the development of the consultation strategy.
- 2.1.2** The objective for Glasgow Airport's Consultation Strategy is to produce a document which fulfils the requirements of CAP1616 (Edition 5) and provides all stakeholders with the necessary information to understand how the consultation will be managed, how they are able to respond to the consultation and how their responses will be dealt with.

2.2 Consultation Objectives

- 2.2.1** Consultation is an essential part of the airspace change process, defined in CAP1616 and regulated by the Civil Aviation Authority (CAA).
- 2.2.2** Consultation is the sponsor's opportunity to formally engage a wide variety of stakeholders, inform them of the benefits and impacts of the proposal in a transparent and accessible way, and to acquire valuable feedback to inform the final proposal.
- 2.2.3** The foundation of a good consultation is adherence to the four '**Gunning Principles**', which set out the legal expectations for what constitutes an appropriate consultation. The Gunning Principles are that:
- Consultation should only occur when proposals are at a formative stage.
 - The consultation should give sufficient reasons for any proposal to permit intelligent consideration.
 - The consultation should allow adequate time for consideration and response.
 - The product of consultation must be conscientiously taken into account.
- 2.2.4** Glasgow Airport has developed a consultation strategy to meet these aims by ensuring that our consultees have the opportunity to influence the outcome of the proposals, by developing consultation material that is appropriate for all consultees, ensuring that the length of the consultation is appropriate and takes account of holiday periods. We will ensure that we take into account the views of our consultees that we receive during the consultation.

3

Summary of ACP and engagement activity undertaken to date

Summary of ACP and engagement activity undertaken to date

3.1 Summary

- 3.1.1** Glasgow Airport began the process to modernise its airspace in June 2019 and passed through Stage 1 of CAP1616 in December 2019. Shortly after this, the project and much of the wider UK programme to modernise airspace was paused due to the COVID-19 pandemic, whilst the aviation industry focussed on managing the pandemic, and its recovery from it.
- 3.1.2** The programme was remobilised in March 2021, following the provision of DfT grant funding, allowing Glasgow Airport to recommence its ACP in May 2021, passing the Stage 2 Gateway in September 2022.
- 3.1.3** Table 2 summarises the CAP1616 stages already undertaken for this ACP and the stage Glasgow Airport is in now, providing links to previous submission documents, held on the CAA's Airspace Change Portal, with further information.
- 3.1.4** Stages 1 and 2 were written in accordance with CAP1616 Edition 4, and Stage 3 onwards is written in accordance with CAP1616 Edition 5.
- 3.1.5** The following table provides a brief summary of the ACP stages undertaken so far, and the stakeholder engagement activity that took place during those stages.

Airspace Change Stage	Summary	Link to documents Also available on the ACP portal	Summary of Engagement Activity
Stage 1A	In June 2019, Glasgow Airport submitted the following Statement of Need (SoN) to the CAA Glasgow Airport participated in an assessment meeting with the CAA on the 18 June 2019 as part of Step 1A of the CAP1616 process. The purpose of the assessment meeting is for the change sponsor to present and discuss the SoN and to enable the CAA to consider whether the proposal falls within the scope of the formal airspace change process.	Statement of Need Assessment meeting minutes	No CAP1616 stakeholder engagement requirements.
Stage 1B	At Stage 1B Glasgow developed a set of Design Principles with identified Stakeholders. The aim of the Design Principles is to provide high-level criteria that the proposed airspace design options should meet. They also provide a means of analysing the impact of different design options and a framework for choosing between or prioritising options.	Stage 1B Design Principle Submission Report	Glasgow Airport carried out extensive stakeholder mapping during Stage 1 and carried out two rounds of engagement activities, to ensure participants had sufficient opportunity to help shape and refine the design principles. Glasgow Airport held several workshops in both rounds of engagement with face to face and online options for stakeholders. Materials and feedback forms were to all identified stakeholders, whether they were able to attend a workshop or not. Glasgow also held bi-lateral engagement sessions with individual stakeholders where appropriate. A full summary of our stakeholder engagement in Stage 1 is available in our Stage 1B Design Principle Submission Report, pages 11-52.

Stage 2A	In Stage 2A, we developed a Comprehensive List of Options that aimed to address the Statement of Need and align with the Design Principles developed in Stage 1. Those options were then shared with stakeholder representatives (the same ones engaged with on the design principles). Feedback from the engagement was then used to refine and/or generate further options where feasible. All options were then qualitatively assessed against the design principles and a Design Principle Evaluation was produced. Glasgow Airport's Comprehensive List of Options was then shortlisted before progressing to Stage 2B.	<u>Stage 2A</u> <u>Main</u> <u>Document</u>	In Stage 2A, Glasgow Airport hosted 5 briefing sessions online (due to the COVID-19 pandemic). These sessions were tailored to the audience, with two specified for airline and general aviation stakeholders and three open to all stakeholders. Separating the audiences allowed the sessions to be tailored to the needs of the stakeholder groups. The Stage 2A engagement material provided background information on Glasgow's ACP to date, the approach to options development and presented the options themselves. Participants had the opportunity to ask questions throughout and at the end of the sessions. A recording of one of the briefing sessions was made available to view online and both the engagement material and an online feedback form were circulated to all stakeholders, whether they were able to attend a session or not. A full summary of our stakeholder engagement at this stage is available in our Stage 2A Main Document, pages 33–56.
Stage 2B	In Stage 2B we carried out an Initial Options Appraisal (IOA) of the airspace change options which proceeded from Stage 2A. The initial appraisal described the options under assessment and the baseline options, before explaining the methodology used to assess each option and the IOA outcome. Following this the document explained, based on the IOA, which options have been taken forward to Stage 3.	<u>Stage 2B</u> <u>Initial Options</u> <u>Appraisal</u>	No CAP1616 stakeholder engagement requirements.

Stage 3	Stage 3 is the Consult/Engage stage of the airspace change process. We initially worked with NATS ERL and Edinburgh Airport to integrate our Stage 2B shortlisted designs within the wider Scottish Airspace before then undertaking a Full Options Appraisal (FOA). The FOA builds upon the work undertaken within the IOA. The sponsor must also produce a consultation strategy (this document) and produce draft consultation materials. The gateway for Stage 3 is at the mid-point of the stage, once the CAA have assessed the outputs and passed the gateway, the sponsor can commence the consultation. Following the close of the consultation, the sponsor must produce and publish a consultation response document before proceeding to Stage 4 of the process.	<u>Full Options Appraisal</u>	Glasgow Airport engaged with the Airport Consultative Committee regarding the forthcoming consultation. The committee were presented with information on how Glasgow intended to reach out to consultees and asked to provide feedback if they wished. Additional engagement activities have been carried out with representatives of NERL and Edinburgh Airport to develop the options which will be consulted on.
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Table 2: Summary of ACP and Engagement Activity to date

4

Audience

4.1 Co-ordinated Consultation Audience

4.1.1 For details on the co-ordinated consultation audience, please see Appendix A, [Section 10](#).

4.2 Identifying the Glasgow ACP audience

4.2.1 During Stages 1 and 2, Glasgow Airport undertook a stakeholder mapping exercise to identify representative stakeholders which are impacted by current operations and those that could be impacted by any changes associated with this ACP.

4.2.2 The list of stakeholders includes representatives from airlines and industry, such as the National Air Traffic Management Advisory Committee (NATMAC), General Aviation and other airspace users, and representatives from local councils, environmental groups, and politicians.

4.2.3 All the industry stakeholders identified from Stages 1 and 2 form part of our “existing stakeholders” for our Stage 3 consultation. This list is available at Appendix B.

4.2.4 The following sections aim to identify the audiences that are impacted by the Glasgow ACP. These have been separated into different groups: existing stakeholders, who have been involved in the process during Stages 1 and 2; and additional organisation consultees, which consists of stakeholders who have not yet been involved in the process, but who can be contacted directly – such as additional councils or wards or organisations.

4.2.5 A key category is “new consultees”, which consists of the stakeholders who will be learning about the ACP for the first time.

4.2.6 CAP1616 f states that we should identify which stakeholders are likely to be impacted, positively or negatively. Whilst Glasgow Airport would not like to assume whether stakeholder organisations or individuals will perceive the proposals positively or negatively in advance of receiving consultation feedback, to satisfy this requirement Glasgow Airport has considered the levels of impact on stakeholders when determining the audience groups below, and in particular when creating the tiers for new consultees detailed in paragraphs 4.2.13–4.2.17 and in Table 4.

Existing Stakeholders – Aviation Industry

4.2.7 These stakeholders are the aviation industry stakeholders who have been involved in Stages 1 and 2 and are already aware of the proposals. These include:

- Airlines
- Airports and Airfields
- NATMAC
- Military
- General Aviation

4.2.8 The Glasgow Airport aviation industry stakeholders are listed as part of the Glasgow ACP audience as they are existing Glasgow stakeholders from Stages 1 and 2, however these aviation industry stakeholder groups also form part of the co-ordinated consultation audience.

4.2.9 A full list of these stakeholders and whether they are part of the co-ordinated audience is available at Appendix B.

Existing Stakeholders Non-Aviation Industry

4.2.10 These stakeholders are the non-aviation industry stakeholders who have been involved in Stages 1 and 2 and are already aware of the proposals. These include:

- Political
 - MPs/MSPs
 - Local councils/wards
- Environmental
- Seldom-heard audiences
- Community
- Business

Additional Organisation Consultees

4.2.11 This group consists of representatives or organisations who have not yet been involved in our airspace change, but who, following the mapping exercise undertaken prior to consultation, have been identified as potentially being impacted by the proposals.

4.2.12 They are separate to the new consultees (see below), as they are representatives or organisations who it is possible to reach out to directly (e.g. an organisation with a website/email address). More information will be provided in our Notification of Consultees section.

Additional Organisation Consultees

Drumchapel Community Council	Innochinnan Community Council
Blairdardie and Old Drumchapel Community Council	Linwood Community Council
High Knightswood and Anniesland Community Council	Brookfield Community Council
Yoker Community Council	Houston Community Council
Kilbirnie and Glengarnock Community Council	Bridge of Weir Community Council
Campsie Community Council	Paisley North Community Council
Milton Community Council	Renfrew Community Council
Twechar Community Council	Gallowhill Community Council
Baldernock Community Council	Paisley West and Central Community Council
Langbank Community Council	Foxbar and Brediland
Erskine Community Council	Elderslie Community Council
Fintry Community Council	Glasgow Deputy Leader
North Ayrshire Council Head of Planning	Glasgow Convener for Climate, Glasgow Green Deal, Transport and City Centre Recovery
North Ayrshire Council Deputy Leader	Glasgow Dennistoun Ward Councillor
South Lanarkshire Council Chief Officer	Renfrewshire Council Deputy Leader
South Lanarkshire Council Deputy Leader	East Renfrewshire Council Chief Executive
East Dunbartonshire Council Chief Education Officer	East Renfrewshire Council Leader
East Dunbartonshire Chief Planning Officer	Falkirk Council Chief Executive

West Dunbartonshire Council Leader	East Renfrewshire Chamber of Commerce
West Dunbartonshire Council Deputy Leader	Dunbartonshire Chamber of Commerce
Clackmannanshire Council	Inverclyde Chamber of Commerce
Fintry Community Council	Ayrshire Chamber of Commerce
North Ayrshire Council Head of Planning	Forth Valley Chamber of Commerce
Drone Major	Scottish Hospitality Group
Renewable UK	UK Hospitality Scotland
OnWard 2030	Neilston Community Council
British Skydiving	Wind2

Table 3: Additional Organisation Consultees

New Consultees

4.2.13 This group consists of the members of the public, who are not part of any organisations and therefore are potentially unaware of the Airspace Change Proposals at this stage. The identification of these consultees is based on the geographical area of the option that we are consulting on.

4.2.14 To ensure we have a targeted and proportional approach to the consultation, Glasgow Airport has developed a tiered system specifically for the new consultees.

4.2.15 To determine the tiers, we used the information from the Full Options Appraisal, to map out the option for consultation and identify the geographical areas that will potentially be impacted, both positively and negatively.

4.2.16 The image below shows the geographical area which may be impacted by the Glasgow Airport Airspace Change Proposal below 7,000ft.

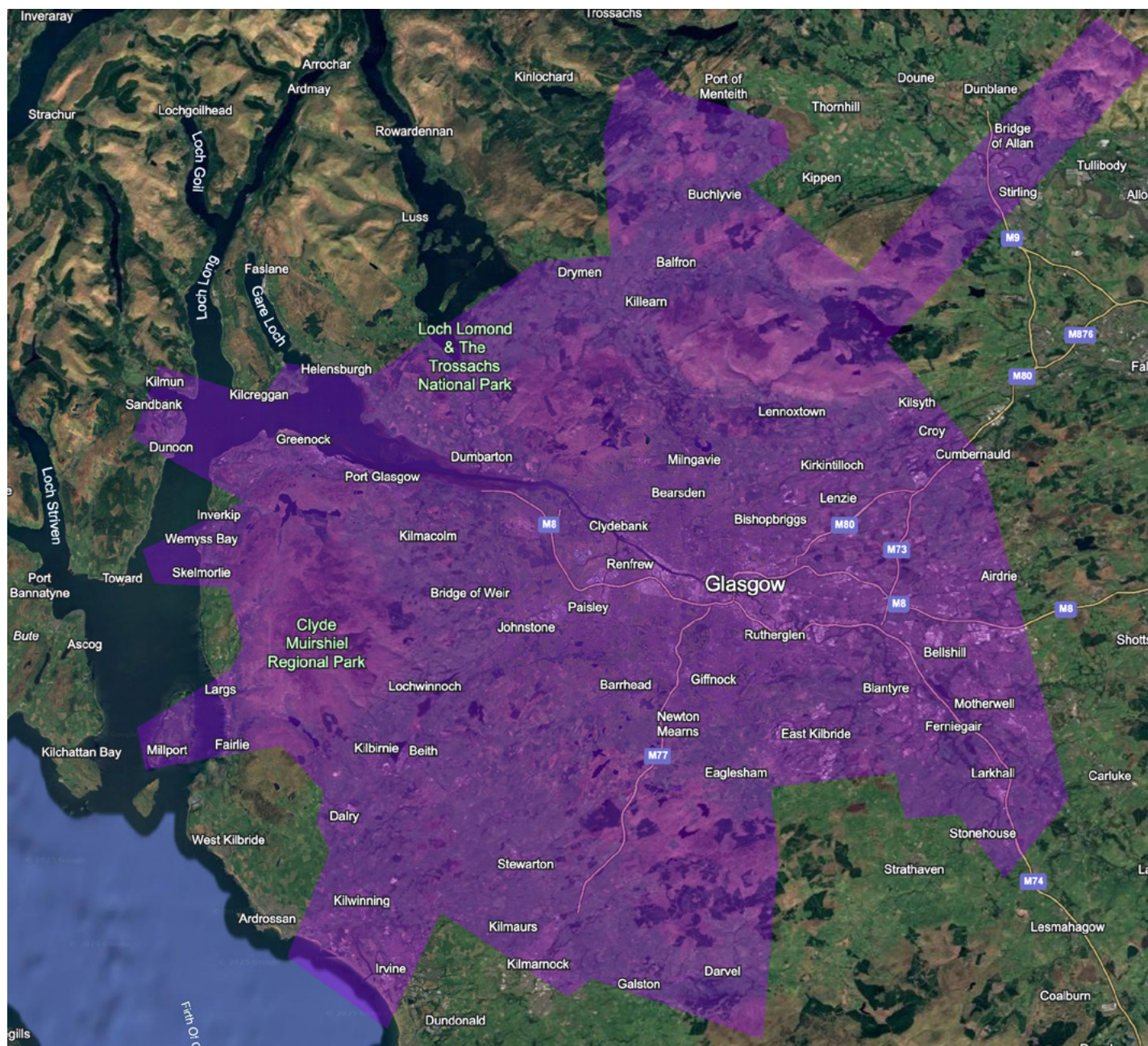


Figure 3: Geographical consultation area for Glasgow Airport ACP⁹

4.2.17 Within the geographical areas mapped out in Figure 3, Glasgow Airport has created a tiered structure for consultation with new consultees. The mapping of these tiers has been informed by some of the noise contours generated within the FOA, however additional buffer areas have been applied.

⁹ Image created from FOA data

Tier	Definition	Further details ¹⁰
1	The area closest to the airport which, based on Government policy, are most likely to be adversely affected by aircraft noise	See Figure 4 – approximately 75,000 addresses
2	The area (beyond Tier 1), around the airport where the number of flights exceeds a pre-determined noise level	See Figure 5 – approximately 145,000 addresses (this number includes the Tier 1 addresses)
3	The areas outside of Tiers 1 and 2, which are potentially overflowed by the proposal	See Figure 3

Table 4: Consultee Tiers



Figure 4: Tier 1 geographical area¹¹



Figure 5: Tier 2 geographical area¹²

4.3 Information needs of the Glasgow audience

- 4.3.1** Glasgow Airport's aim for this consultation is to ensure that all impacted stakeholders can participate in a meaningful way.
- 4.3.2** To ensure that the proposal and process is fully understood, and to comply with the Gunning principles laid out in paragraph 2.2.3 of this document, Glasgow Airport intends to provide a range of consultation material which will be suited to both existing stakeholders and our new consultees. More information on our consultation material is available in [Section 6](#) of this document.
- 4.3.3** Stakeholders will be engaged by online and offline methods, to provide consultees with a wide range of opportunities to learn about the proposals and subsequently provide informed responses. More information on our consultation methods is available in [Section 5.5](#) of this document.

¹⁰ Address data taken from Lbox (www.lboxcomms.co.uk)

¹¹ Maps and address data taken from Lbox (www.lboxcomms.co.uk)

¹² Maps and address data taken from Lbox (www.lboxcomms.co.uk)

4.4 Seldom-heard audiences

- 4.4.1 CAP1616 emphasises the need to consider any seldom-heard audiences. Therefore, it is important to identify any sections of the community who may have difficulty engaging with the consultation and who might find some of the proposed activities challenging.
- 4.4.2 Owing to the combined audiences being mainly Aviation Industry stakeholders the co-ordinated sponsors have identified the seldom-heard audiences relevant to their airspace change proposal individually.
- 4.4.3 For Glasgow Airport, as part of the stakeholder mapping exercises carried out earlier in the ACP, some seldom-heard groups have already been identified and form part of Glasgow's existing stakeholder list in Appendix B.
- 4.4.4 Glasgow Airport conducted an exercise to identify the seldom-heard audiences within the Glasgow City Region, comprised of eight partner councils across the western central belt of Scotland, these include: East Dunbartonshire, East Renfrewshire, Glasgow City Council, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire.
- 4.4.5 The data originates from the 2011 and 2022 Scottish Census¹³ results, representing the most current findings. Findings from the 2022 Census are being published in phases, and currently only a small output of data is available at a national level. Where available, this has been included in the data presented and is marked as being from the 2022 Census. All other data relates to the 2011 Census.
- 4.4.6 Glasgow Airport will continue to monitor for the release of future phases, and should it become available, update the data accordingly.

Engaging Support Groups

- 4.4.7 To underpin all engagement with seldom-heard audiences as outlined, we will directly notify support groups of all these audiences (e.g. AGE UK), asking them to share the consultation information with their members.
- 4.4.8 By reaching out to these groups, Glasgow Airport hopes to provide any members with the means to find out about our consultation and establish a channel through which they can ask questions and provide consultation responses.
- 4.4.9 Where links already exist between the Airport and any local representative groups or bodies, Glasgow Airport will approach this discussion about supporting the consultation as an intermediary in advance.

¹³ Scotland's Census (2011 and 2022). Scotland's Census. [online] www.scotlandscensus.gov.uk. available at: <https://www.scotlandscensus.gov.uk/search-the-census#/explore/snapshot>

Identified Seldom-Heard categories

4.4.10 Glasgow Airport has identified the following seldom-heard categories.

Audience: Older People – Over 75s	
Over 75s who could be considered as digitally excluded (i.e., lacking ability to access or utilise effectively digital technologies and the internet).	
Percentage of population across region:	7.75%
How engagement will be facilitated:	• Publication of adverts in local newspapers, and via local radio. • Posters/leaflets in key locations in Tiers 1, 2 and 3. • Establishment of deposit locations for dissemination of physical materials. • In-person drop in exhibitions. • Information cascade requests to support groups. • Tiers 1 and 2 will receive leaflets at their address.
Audience: People with a learning disability (e.g. Downs syndrome, dyslexia, developmental disorder)	
This group may encounter difficulties comprehending language and materials, potentially impeding their engagement in the consultation process.	
Percentage of population across region:	2.90%
How engagement will be facilitated:	• The consultation materials will provide a clear user journey and use a consistent, simple layout which is easy to follow with plain English. • Easy to read versions will be available online and at events. • Best-practice guidance will be followed in terms of font, colour and design to ensure appearance of the consultation materials is considerate of this group. • Local support groups will be given the means to cascade information to their members via existing communications networks/channels. • Large-print versions of the materials will also be available on request. The content produced will be web-reader accessible. • Contact channels (e.g. phonenumber, email) will be provided to enable this group to ask questions and/or request support in responding to the consultation. • Tiers 1 and 2 will receive leaflets at their address
Audience: People with physical disabilities	
A section of the community who may have difficulty in accessing certain elements of the consultation (e.g. Public exhibitions).	
Percentage of population across region:	7.05%
How engagement will be facilitated:	• Exhibitions will be held at accessible venues (e.g. ground floor, wheelchair access, parking, and public transport accessible). • For those unable to attend in-person exhibitions, all consultation materials will be hosted online via Citizen Space portal and webinars will be held, with the recording also available online.

Audience: Blindness or partial sight loss

This group may encounter challenges accessing the consultation due to potential barriers in the format or presentation of information, navigating physical spaces or online platforms.

Percentage of population across region:	2.36%
How engagement will be facilitated:	- Information will be made available in accessible formats (Braille, electronic text) on request. - Publication of adverts via local radio.

Audience: Non-English language speaker

Glasgow Airport recognises that a small proportion across the city region (0.19%) does not speak English at all, and therefore may be excluded from the consultation/ have difficulty understanding what is being proposed.

Percentage of population:	0.16% do not speak English at all based on 2022 Census data, and 5.24% do not speak English well. - Nationwide Scottish Census data reveals that the most commonly spoken languages at home other than English and Scots are: - Polish (the most commonly spoken language in Scotland after English, Scots and Gaelic) - Urdu - Punjabi - Chinese - French - Specific data (ie the percentage of people) cannot be determined via the census website; however, it is recognised that these languages were most common in the most populous areas and big cities. - Gaelic is spoken among 0.43% of the city region's population.
How engagement will be facilitated:	- Consultation materials translated into the above languages will be made available on request and dealt with on a case-by-case basis. - Though only small proportion of the population has no English language skills, we could consider the inclusion of a sentence in the above most commonly spoken languages, indicating that members of the public can request translated copies of the consultation materials.

Audience: Deaf, hard of hearing, or British Sign Language speaker

Glasgow Airport is aware that a small proportion of the population may be deaf, hard of hearing or use British Sign Language, and therefore may find it more challenging to engage with the consultation, particularly when it comes the consultation events or use of the interactive noise map.

Percentage of population:	1.99% of the Glasgow City Region (on average) use British Sign Language based on the 2022 National Census data.
How engagement will be facilitated:	- Wherever possible, online engagement materials such as video will be captioned. - We could also consider making captions available for live webinar sessions to ensure maximum accessibility for those who are deaf or hard of hearing and may have questions to ask to the team.

Table 5: Identified seldom-heard groups

4.4.11 As a result of the information in Table 5, Glasgow Airport has identified the following local organisations within the Glasgow region that will be contacted.

- Age UK Scotland
- Glasgow's Golden Generation
- Age Concern Scotland
- ENABLE Scotland
- The Mungo Foundation
- Fair Deal Glasgow
- SHARE Scotland
- Glasgow Disability Alliance
- Capability Scotland
- Visibility Scotland
- Sight Scotland
- RNIB Scotland
- Macular Society
- Hayfield Glasgow
- Deaf Action
- RNID Scotland
- British Deaf Association (Glasgow)

5

Approach

5.1 Co-ordinated Consultation Approach

5.1.1 For details on the co-ordinated consultation approach, please see Appendix A, [Section 11](#).

5.2 Notification of Glasgow Consultees

Existing Stakeholders (All)

5.2.1 Glasgow Airport will notify the Glasgow Airport only existing stakeholders and the additional organisation stakeholders outlined in Appendix B and Table 3 following a successful result at the CONSULT gateway. This email will provide a brief overview of the planned consultation and the start and end dates. Notification of the existing Glasgow stakeholders who are part of the coordinated consultation will take place as per Appendix A, Table 14.

5.2.2 At the start of the consultation, which will run for 14 weeks from 00:01 hrs on Monday 20 October 2025 – 23:59 hrs on Sunday 25 January 2026, Glasgow Airport will email the existing stakeholders and additional consultees identified in Appendix B and Table 3, informing them that the consultation has opened and providing them with a link to the Scottish Airspace Modernisation website, which will contain further information on the coordinated consultation and links to each of the sponsors individual sites. More information on the Scottish Airspace Modernisation website is available in paragraphs 5.5.1–5.5.6.

5.2.3 These emails will also contain details of the online and in-person consultation events.

New Consultees

5.2.4 As stated in paragraph 4.2.13, this group consists of members of the public, who are not part of any organisations and therefore are potentially unaware of the proposals at this stage.

5.2.5 Prior to the commencement of the consultation Glasgow Airport intends to use their existing social media platforms to begin informing the public that an airspace consultation is about to take place. These platforms consist of Facebook, LinkedIn, and X (formerly known as Twitter).

5.2.6 At the start of the consultation, Glasgow Airport will use the airport's existing social media platforms and email newsletter, local newspapers, leaflets and posters to inform members of the public of the consultation, where they can find details on the consultation and provide a link to the Scottish Airspace Modernisation website, which will contain further information on the coordinated consultation and links to each of the sponsors' individual sites. More information on the Scottish Airspace Modernisation website is available in paragraphs 5.5.1–5.5.6.

Reaching Consultees (Coordinated & Glasgow) communities

5.2.7 CAP1616 states that, depending on the scale and impacts of the Airspace Change Proposal, contacting individual properties may be necessary.¹⁴

5.2.8 Glasgow Airport has identified the communities impacted by this proposal and has placed them in tier groups, depending on the level of impacts. Further details are available in [Section 4.2](#) of this document.

5.2.9 Glasgow Airport intends to employ the following methods to reach those communities. Details on the press releases are available in [Section 6.3](#). Information on the newspaper adverts is available in paragraph 5.3.10 and Table 8 and information on the leaflets and posters are available in [Section 6.3](#).

¹⁴ CAP1616f Page 56, paragraph 4.41

Tier	Stakeholder Comms (emails)	Leaflets (individual addresses)	Leaflets (popular areas)	Posters (Key locations)	Press releases	Newspaper adverts	Social Media
Coordinated Stakeholders	✓	✗	✗	✗	✓	✓	✓
Existing Glasgow Stakeholders	✓	✗	✗	✗			
1	✗	✓	✓	✓			
2	✗	✓	✓	✓			
3	✗	✗	✓	✓			

Table 6: Methods of communication (Coordinated & Glasgow consultees)

5.2.10 Based on the tiered structure explained in paragraphs 4.2.13–4.2.17 and Table 4 Glasgow Airport has mapped out the postcode areas which cover Tier 1 and Tier 2, which will be receiving individual leaflets. The following map shows the areas which will receive leaflets, with an approximate total of 150,000 addresses.¹⁵

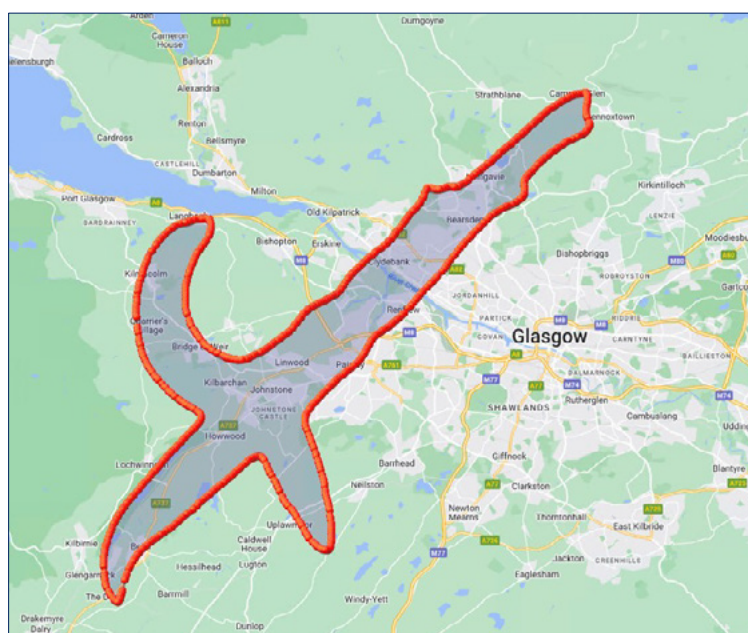


Figure 6: Leaflet distribution area (Tiers 1&2)¹⁶

¹⁵ This number is slightly higher than the number shown in Table 4, as that number is based on the individual addresses within Tier 2, whereas this image is based on postcodes which cover a wider area.

¹⁶ Address data taken from mapping by Baker Goodchild (<https://www.bakergoodchild.co.uk>)

5.2.11 Glasgow Airport has also identified key buildings/locations within Tiers 1, 2 and 3 which are frequently utilised by members of the public. These locations will receive posters and be provided with leaflets regarding the proposed changes. The following key locations in Tiers 1, 2 and 3 have been identified:

Tier	Area	Leaflet / Poster Location
1	Milngavie	- Milngavie Community Library and Education Centre, Allander Rd, Milngavie, G62 8PN - Milngavie Train Station, Glasgow, G62 8PG - Tesco Superstore, 7 Gavin's Mill Rd, Milngavie, G62 6NB - Waitrose and Partners, Glasgow Rd, Milngavie, G62 6JP
1	Bearsden	- Bearsden Train Station, Station Rd, Bearsden, G61 4AN - Westerton Train Station, Bearsden, G61 1HU - Hilfoot Station, Milngavie Rd, Bearsden, G61 3PG - Westerton Library, 82 Maxwell Avenue, Bearsden, G61 1NZ - Asda Bearsden Superstore, 80 Milngavie Rd, Bearsden, G61 2TX
1	Johnstone	- Johnstone Train Station, Johnstone, PA5 8HE - Johnstone Community Library, 25 Church St, PA5 8FA - Morrisons, 30 Napier St, Johnstone, PA5 8SF
1	Clydebank	- Clydebank Train Station, Chalmers St, Clydebank, G81 1RT - Clydebank Library, Dunbarton Rd, Clydebank, G81 1XH - Parkhall Library, 42 Hawthron St, Clydebank, G81 3HZ - Clyde Shopping Centre, 170 Kilbowie Rd, G81 2UA
1	Paisley	- Paisley Gilmour Street Station, Paisley, PA1 1BS - Paisley Central Library, 22 High Street, Paisley, PA1 2BS - UWS Paisley Campus Library, Storie St, Paisley, PA1 2BE - Glenburn Community Library, Fairway Ave, Paisley, PA2 8DX - The Paisley Centre, 23 High St, Paisley, PA1 2AQ - Piazza Shopping Centre, 15 Central Rd, Paisley, PA1 1EL
1	Linwood	- Linwood Community Library, 15 Bridge Street, Paisley, PA3 3DB - Tesco Superstore, 11 Bridge St, Linwood, Paisley, PA3 3DB
1	Renfrew	- Renfrew Community Library, Paisley Rd, Renfrew, PA4 8LJ - Braehead Shopping Centre, King's Inch Rd, Glasgow, G51 4BT
1	Drumchapel	- Drumchapel Train Station, Glasgow, G15 6QG - Aldi, 500 Duntreath Ave, Drumchapel, Glasgow, G15 8TB - Sainsbury's, 10 Allerdycce Rd, Glasgow, G15 6RX
2	Lennoxtown	- Lennoxtown Library, 46 Main Street, Lennoxtown, G66 7JJ - Campsie Memorial Hall, 2 Main Street, Lennoxtown, G66 7HA - Co-op Food - Lennoxtown, 45 Main Street, Lennoxtown, G66 7HA
2	Scotstoun	Scotstounhill Train Station, Glasgow, G13 1UY
3	Erskine	- Erskine Community Library, 8 Bridgewater Pl, Erskine, PA8 7AA - Bridgewater Shopping Centre, Erskine, PA8 7AA
2	Uplawmoor	- Neilston Train Station, Station Road, Neilston, G78 3EE - Uplawmoor Library, Mure Hall, Tannoch Road, G78 4AD - Co-op Food - Neilston, 115-119 Main Street, Neilston, G78 3NH

1	Howwood	- Howwood Train Station, Howwood, Johnstone, PA9 1AZ - Howwood Village Hall, 14 Station Road, Howwood, PA9 1BB
1	Kilbarchan	- Milliken Park Station, Johnstone, PA10 2DA - Co-op Food, Kilbarchan, 20 High Barholm, Kilbarchan, Johnstone, PA10 2EQ - The Old Library Centre, 9 High Barholm, Kilbarchan, PA10 2EF
2	Knightswood	Tesco Superstore, 728 Anniesland Rd, Glasgow, G14 OYU
1	Ferguslie	Ferguslie Park Community Library, Tannahill Centre, Blackstoun Rd, Paisley, PA3 1NT
1	Foxbar	Foxbar Library, 72 Ivanhoe Rd, Paisley, PA2 OLA
1	Drumry	Drumry Station, Clydebank, G81 2PJ
2	Kilmacolm	- Kilmacolm Library, 13 Lochwinnoch Road, PA13 4HB - Oak Mall Shopping Centre, 1A Hamilton Gate, Greenock PA15 1JW
2	Bridge of Weir	- Bridge of Weir Community Library, 6 Lintwhite Crescent, PA11 3LJ - Cargill Hall, Lintwhite Crescent, Bridge of Weir, PA11 3LJ - Braehead Shopping Centre, King's Inch Road, Renfrew G51 4BN
2	Kilbirnie	- Dalry Train Station, Bridgend Lane, Dalry, KA24 4DE - Kilbirnie Branch Library, Avils Place, Kilbirnie, KA25 6BL - Tesco Superstore, Bridgend, Kilbirnie, KA25 7DJ
2	Beith	- Glengarnock Train Station, Beith, KA14 3AT - Beith Library, 39-41 Main Street, Beith, KA15 2AD
3	Milton of Campsie	- Craighead Library, 20 Craighead Road, Milton of Campsie, G66 8DL - Asda Robroyston Superstore, 1 Monument Drive, G33 1AD
2	Lochwinnoch	- Lochwinnoch Station off the A760, Lochwinnoch, PA12 4JF - Lochwinnoch Community Library, Old School, High Street, Lochwinnoch, PA12 4AB
2	Langbank	- Langbank Train Station, Seath Avenue, Langbank, PA14 6PD - Oak Mall Shopping Centre, 1A Hamilton Gate, Greenock PA15 1JW
3	Balfron	- Balfron Library, 71 Buchanan Street, Balfron, G63 OTW - Co-Op Food – Balfron, 137-145 Buchanan Street, Balfron, G63 OTF - John McLintock Hall, Dunmore Street, Balfron, G63 OTX
3	Drymen	- Drymen Library, 4 The Square, Drymen, G63 OBL - Drymen Village Hall and Studio, 1 Main Street, Drymen, G63 OBP - SPAR Drymen, 2-4 Stirling Road, Drymen, G63 OBN
3	Killearn	- Strathblane Library, Kirkburn Road, Strathblane, G63 9ED - Killearn Village Hall, Balfron Road, Killearn, G63 9NL - Co-Op Food – Killearn, 56 Main Street, G63 9RH
3	Balloch	- Balloch Train Station, Tullichewan Road, Balloch, G83 8SN - Balloch Library, Carrochan Road, Balloch, G83 8BW - Loch Lomond Shores Shopping Centre, Ben Lomond Way, Balloch, G83 8QL

3	Alexandria	- Alexandria Library, Gilmour Street, Alexandria, G83 ODA - Alexandria Community Centre, Main Street, Alexandria, G83 ONU - Lomond Gallery Shopping Centre, Alexandria, G83 OUG
3	Blanefield	- Strathblane Library, Kirkburn Road, Strathblane, G63 9ED - Strathblane Village Club, 22 Glasgow Road, Blanefield, G63 9HZ - Shopsmart Blanefield, 51 Glasgow Road, G63 9JD
3	Greenock	- Greenock Central Station, Station Avenue, Greenock, PA15 1DH - Greenock Bus Station, 28 Kilblain Street, Greenock, PA15 1SR - Greenock Central Library, Oak Mall Shopping Centre, PA15 1JB - Oak Mall Shopping Centre, 1A Hamilton Gate, Greenock, PA15 1JW
3	Port Glasgow	- Port Glasgow Station, Princes Street, Port Glasgow, PA14 5JH - Port Glasgow Library, Fore Street, Port Glasgow, PA14 5EG - Gallagher Retail Park Port Glasgow, 4a Gln MI Wy, Port Glasgow, PA14 5DX
3	Dumbarton	- Dumbarton Central Station, Townend Road, West Dunbartonshire, G82 1PZ - Dumbarton East Station, Glasgow Road, West Dunbartonshire, G82 2EP - Dumbarton Library, Strathleven Place, Dumbarton, G82 1BD - Artizan Shopping Centre, 37 College Way, Dumbarton, G82 1LJ - Bell Centre, Riverside Lane, Dumbarton, G82 1LB - St James Retail Park, Glasgow Road, Dumbarton, G82 1RB
3	Kirkintilloch	- Lenzie Station, Station Road, Lenzie, Kirkintilloch, G66 4UA - William Patrick Library, 2-4 West High Street, Kirkintilloch, G66 1AD - The Regent Centre, The Regent Centre, Cowgate, Kirkintilloch, Glasgow, G66 1JH
3	Wemyss Bay	- Wemyss Bay Station, Shore Road, Wemyss Bay, PA18 6AA - Wemyss Bay Bus Station, Wemyss Bay, PA18 6AR - Co-Op Food - Wemyss Bay - Shore Road, Shore Rd, Wemyss Bay, PA18 6AR - Inverkip & Wemyss Bay Library, Inverkip Community Hub, Main Street, Inverkip, PA16 0FZ
3	Bishopbriggs	- Bishopbriggs Train Station, Arnold Avenue, Bishopbriggs, G64 1PE - Strathkelvin Retail Park, Bishopbriggs, G64 2TS - Bishopbriggs Library, 170 Kirkintilloch Road, Bishopbriggs, G64 2LX
3	Mollinsburn	- Cumbernauld Train Station, Cumbernauld, G67 2PL - Croy Train Station, Cumbernauld, G68 9AA - Cumbernauld Library, 8 Allander Walk, Cumbernauld, G67 1EE - Antonine Shopping Centre, Tryst Road, Cumbernauld, G67 1JW - The Centre Cumbernauld, 1 Tay Walk, Cumbernauld, G67 1 BU
3	Glenboig	- Gartcosh Train Station, Craginethan Drive, Gartcosh, Glenboig, G69 8DF - Moodiesburn Library, Glenmanor Avenue, Moodiesburn, G69 0DL - Glenboig Life Centre, 110 Main Street, Glenboig, Coatbridge, ML5 2RD
3	Coatbridge	- Coatbridge Central Train Station, W Canal Street, Coatbridge, ML5 1RL - Coatbridge Sunnyside Train Station, Sunnyside Road, Coatbridge, ML5 3HR - Faraday Retail Park, Coatbridge, ML5 3SQ - Coatbridge Library, Buchanan Centre, 126 Main Street, Coatbridge, ML5 3BJ

1	Elderslie	- Johnstone Train Station, Johnstone, PA5 8HE - Paisley St James Train Station, Greenhill Road, Paisley, Renfrewshire, PA3 1RB - Foxbar Library, 72 Ivanhoe Road, Paisley, PA2 0LA - Ferguslie Park Community Library, Tannahill Centre, Blackstoun Road, Paisley, PA3 1AT
3	Dennistoun	- Alexandra Parade Train Station, Glasgow, G31 3HT - Duke Street Train Station, Duke Street, Glasgow, G31 1NG - Buchanan Bus Station, Jocelyn Square, Glasgow, G1 5JU - St Enoch Centre, 55 St Enoch Square, Glasgow, G1 4BW - The Forge Shopping Centre, 1221 Gallowgate, Parkhead, Glasgow, G31 4EB - Buchanan Galleries, 220 Buchanan Street, Glasgow G1 2FF
3	Bellshill	- Bellshill Train Station, Bellshill, ML4 1AG - Bellshill Cultural Centre, John Street, Bellshill, ML4 1RJ - Bellshill Shopping Centre, 16 Motherwell Road, Bellshill, Motherwell, ML4 1RE
3	Rutherglen	- Rutherglen Train Station, Victoria Street, G73 1DB - Rutherglen Library, 163 Main Street, Rutherglen, G73 2HB - Rutherglen Exchange Shopping Centre, 218 Main Street, Rutherglen, G73 2LS - Rutherglen Retail Park, Dalmarnock Road, Rutherglen, G73 1NY
3	Cambuslang	- Cambuslang Train Station, Main Street, Cambuslang, G72 7EL - Cambuslang Library, Cambuslang Gate, 27 Main Street, Cambuslang, G72 7EX - Kingsgate Shopping Park, Glasgow Road, East Kilbride, G74 4UN
3	Barrhead	- Barrhead Train Station, Carlibar Road, Barrhead, G78 1AA - Barrhead Foundry Library, Main Street, Barrhead, G78 1SW - Silverburn, Barrhead Road, G53 6AG - Braehead Shopping Centre, King's Inch Road, Renfrew, G51 4BN
3	Neilston	- Neilston Train Station, Station Road, Neilston, G78 3EE - Neilston Library, Main Street, Neilston, G78 3NN - Co-Op Food - Neilston, 115-119 Main Street, Neilston, G78 3NH
3	Newton Mearns	- Patterton Train Station, Stewarton Road, Patterton, G77 6NR - Whitecraigs Train Station, Ayr Road, Whitecraigs, G46 6JB - Mearns Library, 45 Mackinlay Place, Newton Mearns, G77 6EZ - The Avenue Shopping Centre, Capelrig Road, Newton Mearns, G77 6AA
3	Eaglesham	- Hairmyres Train Station, Eaglesham Crescent, Hairmyres, G75 8SW - Eaglesham Community Library, Montgomerie Hall, Gilmour Street, Eaglesham, G76 0LH - EK Shopping Centre, 300 Cornwall Street, East Kilbride, G74 1LL
3	Hamilton	- Hamilton Central Station, Station Road, Hamilton, ML3 6PB - Hamilton West Station, Clydesdale Street, Hamilton, ML3 0DA - Hamilton Town House Library, 102 Cadzow Street, Hamilton, ML3 6HH - Hamilton Bus Station, Brandon Street, Hamilton, ML3 6DA - Regent Shopping Centre, Regent Way, Hamilton, ML3 7DZ

3	East Kilbride	• East Kilbride Train Station, Torrance Road, East Kilbride, G74 1AR • East Kilbride Bus Station, 7 Olympia Way, East Kilbride, G74 1JT • East Kilbride Library, The Olympia Shopping Centre, Churchill Avenue, East Kilbride, G74 1PG • EK Shopping Centre, 300 Cornwall Street, East Kilbride, G74 1LL
3	Largs	• Largs Train Station, Main Street, Largs, KA30 8AN • Largs Library, 26 Allanpark Street, Largs, KA30 9AG • Rivergate Shopping Centre, 5 Fullarton Street, Irvine, KA12 8EJ • Largs Outlet Store, Main Street, Largs, KA30 8AA
3	Dalry	• Dalry Train Station, Bridgend Lane, Dalry, KA24 4DE • Dalry Library, 14 The Cross, Dalry, KA24 5AG • Lidl Dalry, 2 Kilwinning Road, Dalry, KA24 4LA
3	Kilwinning	• Kilwinning Train Station, Townhead, Kilwinning, KA13 6NT • Kilwinning Library, St Winning's Lane, Kilwinning, KA13 6EP • Morrisons – Stevenston, Kilwinning Road, Stevenston, KA20 3DE
3	Irvine	• Irvine Train Station, New Street, Irvine, KA12 8NU • Irvine Library, 168 High Street, Irvine, KA12 8AN • Sainsbury's – Irvine, Ayr Road, Irvine, KA12 8BH • Rivergate Shopping Centre, 5 Fullarton Street, Irvine, KA12 8EJ
3	Stewarton	• Stewarton Train Station, Dunlop Road, Stewarton, KA3 5BD • Stewarton Community Library, 17 Avenue Street, Stewarton, KA3 5AP • Burns Shopping Mall, Sturrock Street, Kilmarnock, KA1 1LT
3	Kilmarnock	• Kilmarnock Train Station, Hill Street, Kilmarnock, KA1 2AF • Kilmarnock Bus Station, 20 Green Street, Kilmarnock, KA1 1JU • The Dick Institute Library, Elmbank Avenue, Kilmarnock, KA1 3BU • Burns Shopping Mall, Sturrock Street, Kilmarnock, KA1 1LT

Table 7: Leaflet/Poster locations

5.3 Glasgow Consultation Awareness

Consultation Websites

- 5.3.1** All consultees will be directed to the Scottish Airspace Modernisation website in the first instance. This website will contain background information for all consultees on the co-ordinated consultation. Further information on what will be contained on this website is available in Appendix A, [Section 11.2](#) and [Section 11.4](#).
- 5.3.2** For consultees who are unsure which consultation is most applicable to them, the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.
- 5.3.3** The consultee will be suggested the most appropriate proposal(s) to look at however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to 1, 2 or all 3 consultations.
- 5.3.4** The Glasgow Airport consultation website is located [here](https://glasgowairport.consultationonline.co.uk), (<https://glasgowairport.consultationonline.co.uk>) and will contain information regarding the consultation, as well as the consultation tools (more information available in [Section 6.4](#)).
- 5.3.5** From the Glasgow Airport consultation website, consultees will be directed to the Citizen Space consultation website, which is where the full consultation material will be hosted, and the online survey is available.

5.3.6 Glasgow Airport also has a webpage on the airport's main website dedicated to the Airspace Change Proposal, which can be found [here](#). This webpage will be updated with a summary of the consultation and provide a link to the Glasgow Airport consultation website.

5.3.7 For the avoidance of doubt, the full suite consultation materials and online survey will be held on the CAA's Citizen Space website.

Social Media

5.3.8 Glasgow Airport will use existing social media outlets, Facebook, X, (formerly known as Twitter) and LinkedIn to provide a brief outline of the consultation and direct interested parties to the Glasgow Airport consultation website.

5.3.9 Paid adverts will also be placed on these social media sites at certain times during the consultation period, to promote consultation events and ensure consultees are aware of the consultation end date. Further details on when social media will be used are available in Appendix C – Communications and Activities Plan.

Local newspapers

5.3.10 Glasgow Airport will use adverts in local newspapers to reach those consultees who may not use social media or have online access. These newspapers cover Tiers 1, 2 and 3 of our geographical regions for consultation.

Region	Newspaper
Glasgow	The Glasgow Times
Dunbartonshire	Clydebank Post / Milngavie & Bearsden Herald
Renfrewshire	Paisley Daily Express / Paisley & Renfrewshire Gazette
Ayrshire	Ayrshire Post
Lanarkshire	Airdrie & Coatbridge Advertiser / Cumbernauld News & Kilsyth Advertiser / East Kilbride News
Other	Largs & Millport Weekly News

Table 8: Local newspapers which will be used for adverts

Local radio

5.3.11 Glasgow Airport will also be placing adverts on local radio stations, and the following table shows the planned stations:

Region	Radio Stations
Glasgow	Clyde 1, Heart Scotland West, Capital Scotland.

Table 9: Local radio stations, where adverts will be placed

- 5.3.12** The adverts placed in local newspapers and on the local radio will contain a brief outline of the consultation and direct interested parties to the Scottish Airspace Modernisation website and the Glasgow Airport consultation website.
- 5.3.13** The adverts will also provide details of how consultees can read hard copies of the Glasgow Airport consultation material and provide a written response if they are unable to provide one online. The advert will also contain details of the Glasgow Airport online and in-person consultation events.
- 5.3.14** Further details are available in Appendix C – Communications/Activities Plan.

5.4 Communications/Activities Plan

- 5.4.1** CAP1616 suggests that consultations which will have higher impacts and require a wide range of communication activity should have a communications plan.¹⁷ Glasgow Airport has created a communications/activity plan to cover the relevant aspects of the co-ordinated consultation and the individual Glasgow Airport consultation activities. This is available at Appendix C.

5.5 Methods of Glasgow Consultation

Scottish Airspace Modernisation website

- 5.5.1** As stated in **Section 5.3**, the co-ordinated consultation sponsors have developed a primary website, www.scottishairsapacemodernisation.co.uk which all consultees will be directed to in the first instance.
- 5.5.2** This site will contain background information on the following subjects:
- Airspace Modernisation Strategy
 - ACOG and the Masterplan Iteration 3 (Scotland)
 - CAP1616 process and the timescales
 - Introduction to the three consultations and how they are aligned
- 5.5.3** Consultees who are familiar with the subject matter, or who are looking to go directly to an individual sponsors' website or Citizen Space, will be able to do so.
- 5.5.4** For consultees who are unsure which consultation is most applicable to them, the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.
- 5.5.5** The consultee will be suggested the most appropriate proposal(s) to look at however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to any consultation.
- 5.5.6** For more information on the Scottish Airspace Modernisation website, please see Appendix A, **Section 11.4**.

¹⁷ CAP1616 f Page 56, paragraph 4.39

Glasgow Airport consultation website

- 5.5.7** Glasgow Airport consultation website can be found [here](#). This website will be updated prior to consultations start to contain accessible material and tools for stakeholders to learn more about the consultation and the potential impact of the changes they may experience.
- 5.5.8** Consultation information displayed on the Glasgow Airport consultation website will be extracted from the Consultation Summary Document, Main Consultation Document and Full Options Appraisal and presented in easy-to-understand formats.
- 5.5.9** The Glasgow Airport consultation website will also include links to a selection of the online interactive tools detailed in [Section 6.4](#) which are appropriate for consultees to be able to access themselves. These include:
-  **Interactive noise map** – where consultees will be able to access interactive mapping, showing key noise information for the proposed changes. Consultees will be able to locate a home or areas of interest by either clicking on the map or entering an address/postcode. They will then be presented with noise information specific to the chosen location.
 -  **Sound demonstration** – once a location has been chosen on the webmap, consultees will be given the option to listen to what a representative aircraft could sound like at their chosen location, once the proposals have been implemented.
- 5.5.10** In recognition that some stakeholders, potentially from the aviation industry, may not need to interact with the material or the tools, a link directly to the Citizen Space consultation website will be clearly signposted, to allow consultees to move directly to the consultation questions.
- 5.5.11** Additional links to the Citizen Space website will be distributed across the Glasgow Airport consultation website at appropriate intervals, with a reminder at the end of each page for consultees to proceed to that site to respond to the consultation questions.
- 5.5.12** The following sections explain the layout of the Glasgow Airport consultation website.¹⁸

Glasgow Airport consultation website – wireframe

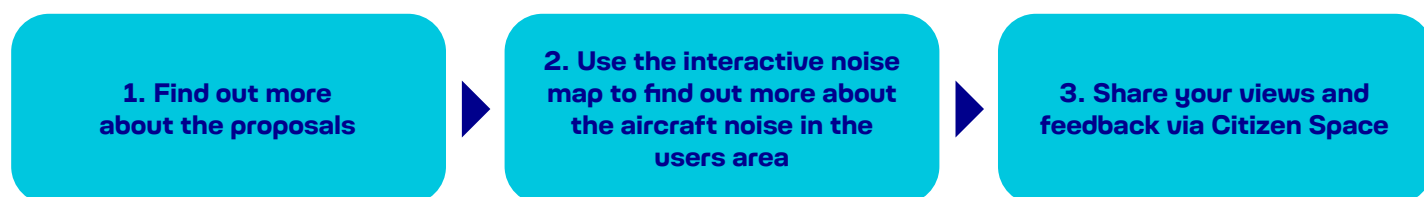
Glasgow Airport’s consultation website is designed to make it as easy as possible for people to engage with the proposals in their own time and access the same information available at the consultation events.

The website is mobile-first, recognising that the majority of the website visitors will likely be using their phone to access the site – although the desktop access will be exactly the same content.

The consultation boards used at the events will be turned into webpages, accessed via the ‘Proposals’ section of the website.

The website is also home to the interactive noise map which allows the user to listen to examples of the aircraft noise levels experienced in different areas based on a ‘with airspace change’ and ‘without airspace change’ scenario.

The website outlines a process to be followed for online engagement:



¹⁸ Wireframes are illustrative at this stage and subject to change post-gateway as the website is built.

In addition, the website will be home to the schedule of online and in-person events and will include a registration function for the webinars. The information about how to access hard copy materials (by collecting at a deposit location or contacting a member of the team) will also be available.

On the footer of each page, the contact information (email and phone number) for the consultation team will be available.

Page	Content
Homepage	• How to use this website • Introduction to Glasgow Airport's ACP and Scottish Airspace Modernisation • How to take part in the consultation (including events and webinars) • How to contact the team and access hard copy materials • How to give feedback, and how feedback interacts with Edinburgh Airport and NERL's proposals • Consultation process and timescales
Proposals	• One webpage (contained within Proposals dropdown menu) per consultation board • Optional integration of maps, infographics and video if required
Interactive noise map	• Short introduction to the interactive map • Link out to the dedicated site
Feedback	• Short summary of the feedback process • Link out to Citizenspace
Next steps	• Summary of the consultation timescales • Next steps after public consultation in the Airspace Change Process

GLASGOW AIRPORT'S Airspace Change Proposal

[View proposals](#)

How to take part in this consultation

Find out more about our proposals

Proposals

Find out more about aircraft noise in your area

Interactive noise map

Share your views with us

[Submit your feedback](#)

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Get in touch

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Call us on:

0800 298 7040

Alternatively, you can email:

 airspace@glasgowairport.com

We will respond to your enquiry as soon as possible

Continue exploring

[View our proposals](#)

Find out more

Use our interactive noise map

[Find out more](#)

Share your views

Find out more

Citizen Space consultation website

5.5.13 The CAA requires the use of Citizen Space as the platform for the Stage 3 consultation. All the consultation material will be uploaded onto the Citizen Space consultation website. For more information on the full breakdown of consultation material, please see [Section 6](#).

5.5.14 There will also be links provided to the previous Stage 1 and Stage 2 documents relating to the ACP.

5.5.15 Any written responses received by Glasgow Airport will be transcribed and uploaded onto the Citizen Space consultation website. Following moderation, which is carried out by Glasgow Airport, all consultation responses will be available to view on this site.

Webinars

5.5.16 During the consultation, Glasgow Airport will host 6 general webinars, using video conferencing software to ensure the events are accessible for as many people as possible. The Glasgow Airport project team will present the consultation material and attendees will be able to ask questions.

5.5.17 The target of these general webinars are the community consultees; however, any interested parties will be able to attend. The information presented at all the webinars will be the same.

Webinar Number	Dates & Times
1	Tuesday 11 November 2025 - 1600-1730hrs
2	Wednesday 12 November 2025 - 1800-1930hrs
3	Tuesday 25 November 2025 - 1000-1130hrs
4	Wednesday 10 December 2025 - 1500-1630hrs
5	Thursday 8 January 2026 - 1700-1830hrs
6	Tuesday 13 January 2026 - 1800-1730hrs

Table 10: Webinar information

5.5.18 Dates and timings for the general webinars are in Table 10; these dates and times will also be published in the final consultation material, on the Glasgow Airport consultation website and the Citizen Space consultation website at the start of the consultation, with details on how consultees are able to reserve a place and join the webinar.

5.5.19 Details of our general webinars will also be publicised on the social media posts, newspaper adverts, leaflets, and posters.

5.5.20 Glasgow Airport intend to hold a general webinar in the final stages of the consultation; this is intentional and is to provide consultees the opportunity to ask any final questions prior to submitting a consultation response.

5.5.21 Glasgow Airport will also be providing bespoke webinars to Aviation Industry stakeholders, such as airlines and General Aviation organisations. These webinars are by invitation, and details will not be published on leaflets/posters, social media or the consultation websites. Further information on these webinars is available in Appendix A, [Section 11.4](#).

Public drop-in events

5.5.22 All consultees will be welcome to attend the public drop-in events and details of the events will be published in our Consultation Summary Document and the Main Consultation Document. They will also be advertised on the Glasgow Airport consultation website, the Citizen Space consultation website, Glasgow Airport airspace webpage and in the Glasgow Airport social media posts, newspaper adverts, leaflets, and posters.

5.5.23 The key audience to reach with the public drop-in events are those members of the public who have not been involved in the ACP so far, but who are likely to be most impacted by the proposal.

5.5.24 As explained in paragraph 4.2.13 and Table 4 we have placed our new consultees into a tiered structure, depending on the geographical area they live and the extent of the anticipated impact of the proposal. Glasgow Airport is keen to ensure that these stakeholders are fully aware of the proposals, its impacts and have the opportunity to provide a response. Therefore, the majority of the public drop-in events will take place in these geographic regions, and the events will be held at locations which provide access for public transport and parking.

5.5.25 The following table and map illustrate the proposed schedule of events and locations.

Event Number	Date & Times	Tier	Location
November 2025			
1	Tuesday 4 November 2025 1400-2000hrs	2	Kilmacolm Kilmacolm Community Centre, Cargill Centre, Lochwinnoch Road, Kilmacolm, PA13 4LE
2	Wednesday 5 November 2025 1400-2000hrs	1	Clydebank Clydebank Town Hall, 5 Hall Street, Clydebank, G81 1UB
3	Thursday 6 November 2025 1400-2000hrs	2	Beith Beith Roebank Hotel, Roebank Road, Beith, KA15 2DX
4	Wednesday 19 November 2025 1400-2000hrs	2	Uplawmoor Mure Hall, 7 Tannoch Road, Uplawmoor, G78 4AD
5	Thursday 20 November 2025 1400-2000hrs	1	Milgavie St Joseph's Church, 3 Buchanan Street, Milngavie, G62 8DZ
6	Friday 21 November 2025 1400-2000hrs	1	Drumchapel Drumchapel St Mark's Church, 281 Kinfauns Drive, G15 7BD
7	Saturday 22 November 2025 1030-1430hrs	1	Paisley The Paisley Centre, 23 High Street, Paisley, PA21 2AQ

Event Number	Date & Times	Tier	Location
December 2025			
8	Wednesday 3 December 2025 1400-2000hrs	2	Bridge of Weir Cargill Hall, Lintwhite Crescent, Bridge of Weir, PA11 3LJ
9	Thursday 4 December 2025 1400-2000hrs	2	Lennoxtown Glazert Country House Hotel, 25 Milton Road, Lennoxtown, G66 7DJ
10	Saturday 6 December 2025 1030-1430hrs	3	Glasgow city 1599 at the Royal College, St Vincent Street, Glasgow, G2 5SG
11	Monday 15 December 2025 1400-2000hrs	1	Bearsden Boclair Community Church, Rannoch Drive, Bearsden, G61 5SG
12	Tuesday 16 December 2025 1400-2000hrs	1	Johnstone Brookfield Village Hall, 45 Woodside Road, Brookfield, Johnstone, PA5 8UB
January 2026			
13	Thursday 15 January 2026 1400-2000hrs	1	Paisley Paisley Town Hall, Abbey Close, Paisley, PA1 1JT
14	Saturday 17 January 2026 1030-1430hrs	1	Clydebank Clydebank Town Hall, 5 Hall Street, Clydebank, G81 1UB

Table 11: Public drop in dates & locations

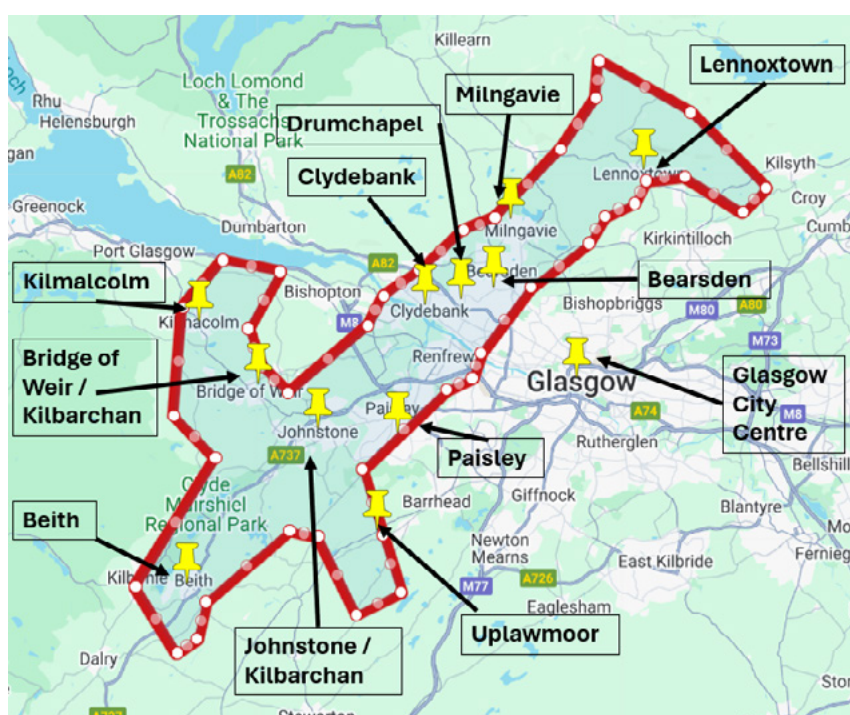


Figure 7: Public drop-in event locations¹⁹

¹⁹ Maps taken from Lbox (www.lboxcomms.co.uk)

- 5.5.26** The public events will be a drop-in format with attendees able to attend at any point during the event duration. They will be held from afternoon into evening, to provide those who may be working the opportunity to attend. Events will be scheduled during the week and at weekends.
- 5.5.27** Technical and non-technical members of the project team will be present to engage and answer any questions and members of the NERL ACP team will be invited to attend to answer any questions on their proposals.
- 5.5.28** Printed copies of the consultation materials will be available and exhibition material containing easy to read portions of the consultation documents will be in situ.
- 5.5.29** To encourage responses from all audiences, digital technology (QR codes and tablets) will be used to signpost consultees directly to the Citizen Space consultation website, making it as easy as possible to respond. If required, Glasgow Airport team members will assist consultees with inputting their responses using the tablets available.
- 5.5.30** Hard copy feedback forms would not be encouraged but would be available if required. Any written responses submitted at a public event will be transcribed by Glasgow Airport and uploaded to the Citizen Space consultation website.

MP and MSP drop-in events

- 5.5.31** Glasgow Airport will hold drop-in events for their relevant MPs and MSPs. These events will be co-ordinated with NERL, further details can be found in Appendix A, [Section 11.4](#) and Table 14.

Deposit locations

- 5.5.32** To ensure that consultees who may not have access to social media or online capabilities can read the consultation materials, the documents will be made available at the start of the consultation at several locations across the geographical region of the consultation.
- 5.5.33** Locations have been chosen based on the tiered structure given to the key impacted areas in Table 4.
- 5.5.34** Information at the deposit location will include hard copies of consultation material and will direct individuals to the websites to respond to the consultation in the first instance; however, if consultees are unable to use the online methods, feedback forms and freepost envelopes will be available in hard copy.
- 5.5.35** Details on how stakeholders can receive hard copies of all material will be published on the Glasgow Airport consultation website and in the Main Consultation Document and Consultation Summary Document.

Tier	Deposit Location
1	Milngavie Community Library and Education Centre, Allander Rd, Milngavie, G62 8PN
1	Westerton Library, 82 Maxwell Avenue, Bearsden, G61 1NZ
1	Johnstone Community Library, 25 Church St, PA5 8FA
1	Clydebank Library, Dunbarton Rd, Clydebank, G81 1XH
1	Paisley Central Library, 22 High Street, Paisley, PA1 2BS
2	Kilmacolm Library, 13 Lochwinnoch Rd, Kilmacolm PA13 4HB
2	Beith Library, 39–41 Main St, Beith KA15 2AD
2	Lennoxtown Hub, Main St, Lennoxtown, Glasgow G66 7JJ
2	Uplawmoor Library, Mure Hall, Tannoch Rd, Uplawmoor G78 4AD

Table 12: Deposit locations



Figure 8: Map of deposit locations²⁰

²⁰ Maps taken from Lbox (www.lboxcomms.co.uk)

Individual briefings

5.5.36 During the consultation period, Glasgow Airport will offer individual briefings to MPs and MSPs. These will be in addition to the drop-in sessions hosted by Glasgow Airport and NERL (more information on these drop-in sessions can be found in Appendix A, [Section 11.4](#)). Individual briefings will be arranged on a case-by-case basis, as and when requested by the political representative. Edinburgh and NERL will be made aware of any individual briefings and invited to participate, if appropriate.

Passenger Engagement

5.5.37 As part of the identification of the consultation audience in [Section 4](#), Glasgow Airport identified that passengers who frequently use Glasgow Airport may have an interest in the ACP.

5.5.38 To support the engagement with passengers, Glasgow Airport will have a stand inside the airport containing information about the consultation. Recognising that passengers may not have time to spend reading full consultation materials, business cards would be available with a QR code directing to the Glasgow Airport consultation website, along with contact details for the consultation team and a reminder of the consultation dates.

5.5.39 In addition, information about the consultation will be displayed on the flight information boards at regular intervals and promoted on the Glasgow Airport website (www.glasgowairport.com) where there is also a dedicated page [here](#) on airspace change, which will direct interested parties to the Glasgow Airport consultation website.

Interested parties

5.5.40 Glasgow Airport also has an email list of individuals who have subscribed to the airspace change updates via the Glasgow Airport consultation website, during Stages 1 and 2. Individuals on this list will be contacted and informed of the consultation to raise awareness and encourage feedback.

Use of intermediaries

5.5.41 Glasgow Airport intends to use intermediaries, where appropriate, to help publicise the consultation only. We do not expect any intermediaries to take on the role of educating either the public or their organisation members about the details of our proposals.

5.5.42 To support intermediaries and further make the consultation accessible for seldom-heard communities, Glasgow Airport will provide certain locations with deposits of the consultation leaflet, for example, libraries and local councils. These locations will be contacted prior to the consultation launch for permission to use their locations.

5.5.43 Glasgow Airport will ensure that emails to existing stakeholder organisations are clear where we are happy for the information to be disseminated to members.

5.6 Responding to the Consultation

Citizen Space website

5.6.1 The primary method for responding to the consultation is via the Citizen Space website and all consultees will be directed to the site via the coordinated Scottish Airspace Modernisation website and the Glasgow Airport consultation website.

5.6.1 On completion of a consultation response, consultees will be provided with a link returning them to the co-ordinated consultation, Scottish Airspace Modernisation website, where they can easily access either the Edinburgh Airport and/or NERL consultation, if they wish to.

Consultation email address and phonenumber

- 5.6.3** The ACP email address (airspace@glasgowairport.com) will be monitored throughout the consultation for consultees to request hard copies of the consultation material or to ask questions regarding the logistics of the consultation. Additionally, a phonenumber (0800 066 8943) is available, where consultees will be able to leave a message to request hard copies of the consultation material.
- 5.6.4** Consultees will be informed that they are not able to use the email address to formally respond to the consultation and will be directed to Scottish Airspace Modernisation website, where they will find links to the Glasgow Airspace consultation.
- 5.6.5** Any consultee who attempts to provide an email response will be informed that their feedback will not be included and re-directed to Citizen Space to respond to the consultation questions.

Written responses

- 5.6.6** Hard copies of the consultation documents and the feedback form outlined in paragraph 6.3.4–6.3.5 will be distributed to consultees on request only, alongside a freepost envelope. Any written feedback forms should be sent to the following address:
- C/o Cavendish Consulting
220 St Vincent Street
Glasgow
G2 5SG
- 5.6.7** All written feedback forms will be transcribed by Glasgow Airport and uploaded onto the Citizen Space consultation website.
- 5.6.8** Online consultation responses will close at 23:59hrs on Sunday 25 January 2026, however postal responses will be accepted until 17:00hrs on Wednesday 28 January 2026, allowing an additional three working days to account for postal services.
- 5.6.9** Glasgow Airport will endeavour to include all responses received within a reasonable timescale; however any received after Wednesday 28 January 2026 are not guaranteed to be included in the subsequent analysis.

5.7 Encouraging Responses

- 5.7.1** Notification emails to existing stakeholders and the additional stakeholders outlined in Table 3 will be issued following a successful Gateway outcome. They will also be emailed at the start of the consultation and at the mid-point. A final email reminder will be issued two weeks prior to the consultation closing date.
- 5.7.2** Glasgow Airport will utilise newspaper adverts, press-release, and both organic and paid for social media posts to promote the consultation and encourage responses. These promotions will take place at the start of the consultation, at the mid-point and two weeks prior to the close of the consultation.
- 5.7.3** Glasgow Airport will also distribute leaflets and posters in the areas/locations outlined in Figure 6 and Table 7 at the start of the consultation.
- 5.7.4** Glasgow Airport will regularly monitor the progress of the consultation, and the responses received on the Citizen Space website. If responses are not forthcoming for certain stakeholder groups or organisations, then the ACP team can focus on those groups or geographical areas with additional emails or leaflets.

5.8 Successful consultation criteria

- 5.8.1** Glasgow Airport will continuously monitor the progression of the consultation and the content of responses to ensure that the consultation strategy is executed as intended. Glasgow Airport will consider the consultation successful when it has been carried out in accordance with this strategy.
- 5.8.2** Glasgow Airport will endeavour to maximise participation through continuous reviews of response rates but would not like to commit to a number of responses/participants.

5.9 Late responses

- 5.9.1** The deadline for online feedback is 23:59 on Sunday 25 January 2026. Consultees will no longer be able to access the consultation questions on Citizen Space consultation website after this time.
- 5.9.2** Glasgow Airport will accept written responses up until 17:00 on Wednesday 28 January 2026.
- 5.9.3** Glasgow Airport will endeavour to include all responses received within a reasonable timescale; however any received after 28 January 2026 are not guaranteed to be included in the subsequent analysis.

5.10 Timetable of Consultation activities

- 5.10.1** For a timetable of both the co-ordinated elements of the consultation and Glasgow Airport's own consultation elements, please see Appendix C – Communications/Activities plan.

5.11 Moderation of consultation responses²¹

- 5.11.1** Subject to the permissions given by the consultee, unredacted responses will be published, following moderation. Consultees will be given the option on the Citizen Space consultation website if they wish to have their responses published anonymously or not.
- 5.11.2** If consultees wish for their response to be published anonymously, there is an option to redact personal details, and these will only be seen by Glasgow Airport and the CAA. If consultees feedback is relevant to one of the other Scottish Airspace Modernisation sponsors (Edinburgh Airport and NERL) then that feedback and personal detail(s) will be shared with the applicable sponsor(s).
- 5.11.3** Prior to publication on the Citizen Space consultation website the sponsor will moderate all responses to remove unacceptable material. This will take place regularly during the consultation period. Moderation should only remove unsuitable content, not be used as a general means of censoring or filtering responses. Examples of unsuitable content that will be redacted/removed are:
- Malicious or offensive in nature content
 - Personal attacks on a person's character
 - Illegal content, such as potentially libellous (defamatory) material concerning third parties, condoning illegal activity, and breaching copyright.
 - Content which incites hatred on the basis of race, religion, gender, nationality, sexuality or other personal characteristics
 - Content which includes swearing, hate-speech or obscenity
 - Content which reveals personal details, such as private addresses, phone numbers, email addresses or other online contact details.

²¹ CAP1616 f Pages 64–65, paragraphs 4.81–4.83

6

Materials

6

Materials

6.1 Glasgow Consultation Material

6.1.1 Airspace change is a complex topic, particularly for those with no technical expertise. It is a requirement of CAP1616 that materials will provide stakeholders with enough information to ensure that they understand the issues and the potential impacts of the ACP on them, so they can give informed responses.²²

6.2 Core Consultation Material

6.2.1 Materials will be produced to allow all stakeholders to understand the proposals. Recognising that different stakeholders will have differing levels of interest and knowledge of the proposals; Glasgow Airport will produce the following consultation material:

Document Name	Content
Summary Document	A short and easy to understand outline of the consultation, with diagrams.
Main Consultation Document	This will have more detail on the background of the ACP and the options being proposed by Glasgow Airport.
Full Options Appraisal	This document will contain the full technical data and include appendices with additional material, such as the CAF documents.

Table 13: Core consultation material

6.2.2 These documents will be available online at the Citizen Space consultation website and hard copies will be available at the deposit locations, and on request.

6.3 Supporting Materials

Frequently Asked Questions

6.3.1 A “Frequently Asked Questions” page will be developed for all consultees. The initial version of this document will contain questions which stakeholders have raised during Stages 1 and 2 of the CAP1616 process, concerning either the process or Glasgow Airport’s proposals.

6.3.2 This document will be updated as the consultation progresses, with any frequent questions that may arise either during the consultation events, or in consultation responses. This document will be available on the Citizen Space consultation website.

6.3.3 Questions pertaining to the co-ordinated consultation will be shared with Edinburgh Airport and NERL to ensure an aligned response is published.

²² CAP1616F Page 58, paragraph 4.49–4.50

Feedback Form

- 6.3.4** A feedback form will be available as an appendix to the Main Consultation Document. This feedback form will contain the same questions as those on the Citizen Space consultation website.
- 6.3.5** As consultees will be expected to respond to the consultation via the Citizen Space consultation website, the feedback form will not be available as a stand-alone document to download. It will only be available at the public events by request and on request by email or phone.
- 6.3.6** Further details on how consultees can respond in writing will be in the Main Consultation Document.

Exhibition Materials

- 6.3.7** Glasgow Airport will create bespoke materials for the Glasgow Airport consultation website, online and in-person events. This material will be drawn from the information contained within our consultation documents and presented in an accessible way, which allows consultees to understand the key facts regarding the consultation.
- 6.3.8** This material will include boards for the in-person public events and online versions for webinars and the Glasgow Airport consultation website.
- 6.3.9** Route maps will be available online and at the events to show stakeholders where the proposal would see flights routed and clearly signpost any changes.
- 6.3.10** To support the engagement with passengers at the Glasgow Airport stand, and to easily share information with interested parties, business cards would be available with a QR code directing to the Glasgow Airport consultation website, contact details for the consultation team, and a reminder of the consultation window.
- 6.3.11** Printed copies of the consultation documentation, including the FOA, FAQs, Main Consultation Document and Consultation Summary Document will also be available at all events.

Press Releases

- 6.3.12** Glasgow Airport will jointly share a press release at the start, mid and end points of the consultation in partnership with Edinburgh Airport and NERL to promote the consultation and raise awareness of the Scottish Airspace Modernisation proposals.
- 6.3.13** The information contained within the press releases and responsibility for each release will be co-ordinated and managed by the sponsors co-ordinated consultation and communications working groups. More information on this group can be found in Appendix A, paragraph 11.2.1.
- 6.3.14** These releases will include local, regional, national and trade media and some radio stations.
- 6.3.15** Glasgow Airport is responsible for notifying local and regional print and broadcast media in the Glasgow area (using Tier 3 as a base for this) and will support the issue of these press releases with paid-for print and digital adverts to guarantee coverage of the key consultation information at the start of the consultation period in particular.
- 6.3.16** The list of target outlets can be seen in [Section 5.3](#)

Leaflet

- 6.3.17** Glasgow Airport will produce a leaflet, which will be distributed as per the information in Table 6. This leaflet will provide consultees with details on where they can find out more information regarding the consultation and details of the webinars and in-person public drop-in events.
- 6.3.18** A number of leaflets will also be available at the document locations and at other key locations in Tiers 1, 2 and 3. These locations can be found in Table 7.

Poster

- 6.3.19** Glasgow Airport will produce a poster, which will be displayed in the locations as per the information in Table 7 and at the deposit locations.
- 6.3.20** This poster will provide consultees with details on where they can find out more information regarding the consultation and details of the webinars and in-person public drop-in events.

6.4 Glasgow Consultation Tools

- 6.4.1** Glasgow Airport intends to employ the following tools to assist with the consultation.



Interactive noise map – where consultees will be able to access interactive mapping, showing key noise information for the proposed changes. Consultees will be able to locate a home or areas of interest by either clicking on the map or entering an address/postcode. They will then be presented with noise information specific to the chosen location.



Sound demonstration – once a location has been chosen on the webmap, consultees will be given the option to listen to what a representative aircraft could sound like at their chosen location, once the proposals have been implemented.

- 6.4.2** The postcode tracker and SoundLab tool work together to help people find noise information for their home or area of interest either from their own devices, or by using the tool set up at the consultation events.
- 6.4.3** The platform will be linked from the Glasgow Airport consultation website, which will host all the information on display at the consultation events and link to both the Scottish Airspace Modernisation website and the Citizen Space consultation website where participants can provide the feedback.
- 6.4.4** The SoundLab tool will allow users (consultees) to access interactive mapping showing the key noise information from the Full Options Appraisal (FOA) (LAeq contours, overflight contours and Nx contours) for the 2022 baseline and the 2027 and 2036 Do-Something (with airspace change) scenarios for the proposed option.
- 6.4.5** The mapping will allow users to locate their home or area of interest, either by clicking on the map or using an address/postcode search bar and then be provided with noise information (based on the contours described above) specific to that location.
- 6.4.6** The user will then have the option to proceed to a sound demonstration to listen to representative aircraft for their chosen location. The demonstration will preload a recommended aircraft type, aircraft mode (arrival or departure) and aircraft altitude, tailored to the location chosen on the map. The user will have the option to choose an ambient background sound environment that is relevant to the area they have chosen. The user will also have the option to be able to listen to different scenarios if they so choose.



7

Consultation length

Consultation length

7.1 Length of consultation

- 7.1.1** The 14-week consultation will run concurrently with the NERL and Edinburgh Airport consultations. The consultations will launch at 00:01hrs on Monday 20 October 2025 and close at 23:59hrs on Sunday 25 January 2026.
- 7.1.2** An additional 2 weeks have been added to the accepted standard consultation length of 12 weeks, as this consultation will take place over the Christmas/New Year period.
- 7.1.3** This length and the dates are in line with the co-ordinated consultations of Edinburgh Airport and NERL. The three sponsors will meet regularly throughout this period to discuss response rates, FAQ's, sharing responses and any pro-active actions based on consultation performance.
- 7.1.4** The three sponsors will offer the CAA a mid-consultation review on progress.

7.2 Contingency Plan

- 7.2.1** Whilst the consultation has been carefully prepared to ensure successful delivery, it is acknowledged that unexpected events can arise that could impact on its delivery. Where possible, we will seek to respond to the unforeseen disruptions in a managed and proportionate way.
- 7.2.2** Should any unforeseen events occur, Glasgow Airport will assess the circumstances, how far the consultation has progressed, how many responses have been received and from which stakeholder groups/ consultees. Should all the public events have already taken place, Glasgow Airport will endeavour to continue with the consultation as set out in the strategy, as any remaining events would take place online.
- 7.2.3** However, should events occur earlier in the consultation, it may be required to reassess upcoming consultation events and the overall timeframe for delivery. Depending on the nature of the occurrence, Glasgow Airport will consider the following courses of action:
- Additional webinars/online events.
 - Additional public events/rescheduling of existing public events.
 - Extending the consultation beyond 14 weeks (following discussions with Edinburgh, NERL and the CAA).
- 7.2.4** As this is a coordinated consultation, if a situation arises where another sponsor is required to extend their consultation, Glasgow Airport may have to consider extending as well, to allow consultees who may be impacted to respond. The sponsors will be in regular communications with each other throughout the consultation period and any circumstances impact an individual consultation will be discussed between the sponsors, and with the CAA to determine the correct course of action for all involved.
- 7.2.5** Should any of the courses of action outlined above be required, Glasgow Airport will inform the existing stakeholders and additional consultees via email. To reach the new consultees, Glasgow Airport will take a proportionate response and consider social media posts, press releases and additional newspaper adverts. The Glasgow Airport consultation website will be updated with details, as will the Scottish Airspace Modernisation website, the Citizen Space consultation website and the Glasgow Airport webpage.

8

Next steps

8

Next steps

8.1 Collate and review responses

- 8.1.1** Following the conclusion of the consultation, the change sponsor must carry out a fair, transparent, and comprehensive review and categorisation of consultation responses.
- 8.1.2** This activity will also include a review of any responses received by either Edinburgh Airport or NERL during their consultations, which may be relevant to Glasgow Airport.

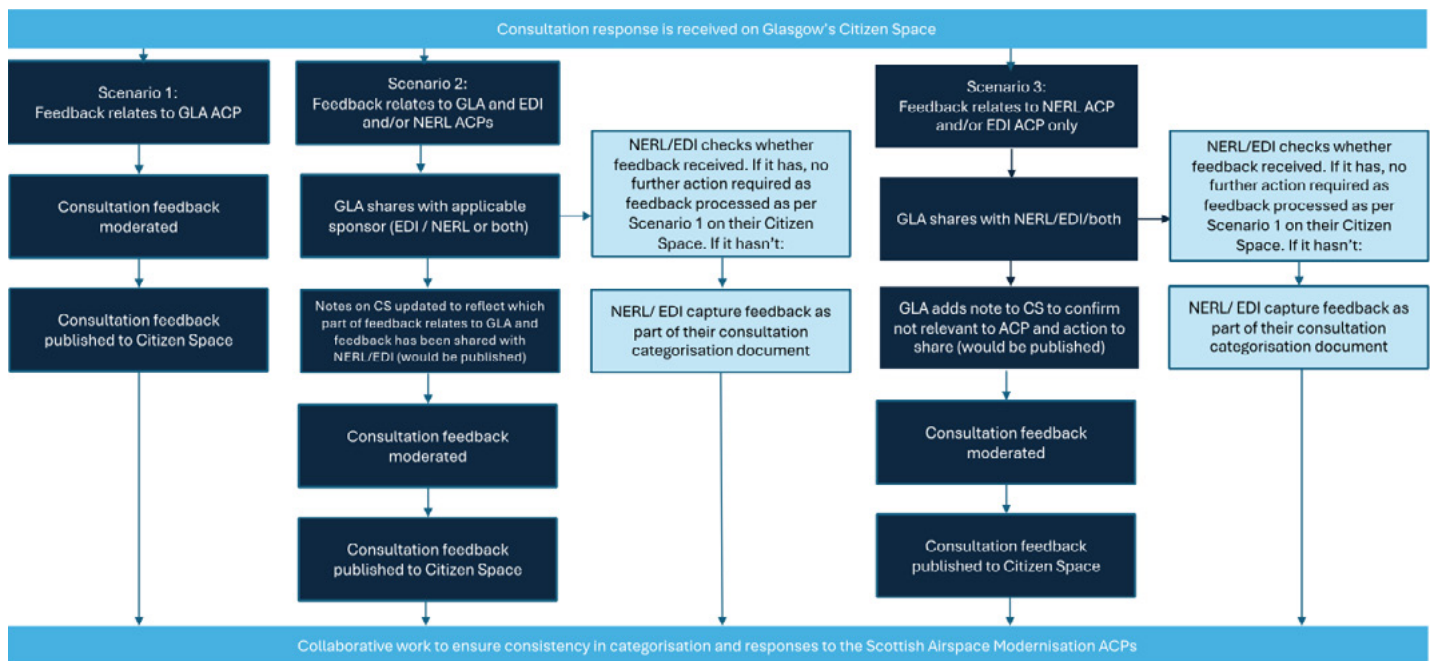


Figure 10: Co-ordinated approach to collation of responses

8.2 Categorisation of responses

8.2.1 CAP1616 states that the categorisation of consultation responses is a methodical and careful process that needs to be undertaken rigorously. The change sponsor must review the responses and categorise them into:

- Those that present information that may impact the final airspace change proposal; and,
- Those which do not, including those raising issues which are outside the change sponsor's control (such as government policy).

8.2.2 We must clearly set out why we have categorised each response in a way that demonstrates that the feedback has been heard and understood.

8.2.3 Once the consultation responses have been categorised the sponsor must produce a consultation response document, which should include analysis of the feedback received during the consultation, summarising the key themes raised by respondents and the change sponsor's response, including which feedback or themes the sponsor is carrying forward to Stage 4 for further consideration.

8.2.4 The CAA will then review a sample of the categorisation to determine whether it has been done fairly. The CAA will check the topics raised in the responses when categorised have been dealt with appropriately. This could be by addressing it fully, by mitigating it to the greatest extent possible (with an appropriate rationale) or by rejecting it on justifiable grounds. If necessary, the CAA will ask the sponsor to change a categorisation.

8.2.5 Glasgow Airport will then publish the outcome in a consultation response document.

Appendix A – Approach to Co-ordinated Consultation

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Introduction

9.1 Scottish Airspace Modernisation and the Co-ordinated Consultation

Background

- 9.1.1** The Airspace Change Organising Group (ACOG) was formed in 2019 under the direction of the UK Government Department for Transport (DfT) and Civil Aviation Authority (CAA), who co-sponsor and regulate airspace modernisation. ACOG is tasked with developing the UK Airspace Change Masterplan (the Masterplan), with oversight from an impartial Steering Committee of senior representatives drawn from across the aviation sector. More information is available on ACOG's website, www.acog.aero.
- 9.1.2** The UK's airspace is being upgraded as part of the UK Government's airspace modernisation programme. This includes redesigning the arrival and departure routes that serve many of the UK's airports. Airspace modernisation will be delivered, in part, through a series of linked ACPs. Eighteen of the UK's airports are sponsoring ACPs to upgrade the arrival and departure routes that serve their operations in the lower airspace (below 7,000ft). NATS, the UK's licensed Air Navigation Service Provider for en route operations, is currently sponsoring seven ACPs to upgrade the route network that sits above 7,000ft, in busy portions of airspace where there are lots of climbing and descending flights, referred to as Terminal Control Areas (TMAs).

The Airspace Change Masterplan

- 9.1.3** Airspace modernisation is a complex programme, with many organisations working together on a single coordinated implementation plan out to 2040 – the Masterplan. The changes that make up the Masterplan will upgrade the UK's airspace and deliver the objectives of the Government's AMS.
- 9.1.4** The Masterplan is organised into four regional clusters so that the simpler airspace changes can be deployed sooner, realising benefits earlier. The timelines for making airspace changes are generally shorter for the simpler clusters where there are fewer airports and less complex interdependencies between the airport ACPs.



Figure 11: Four clusters of the Airspace Change Masterplan and airport sponsored ACPs

Scottish Airspace Modernisation

- 9.1.5** Glasgow Airport's ACP forms part of a wider Scottish Airspace Modernisation proposal. This is formed between three airspace change sponsoring organisations, often referred to as "the sponsor", Glasgow Airport, Edinburgh Airport and NATS En-route Plc (NERL). Within the Masterplan, the modernisation of Scottish Airspace is referred to as the Scottish Terminal Control Area (ScTMA) cluster however throughout our Consultation materials, we will refer to this as 'Scottish Airspace Modernisation'.
- 9.1.6** Glasgow Airport and Edinburgh Airport are responsible for the modernisation of their departure and arrival routes below 7,000ft and the associated Controlled Airspace. NERL are responsible for connecting these routes into the network airspace, and the wider route network above 7,000ft.
- 9.1.7** The three ACPs are being progressed independently however there are design interdependencies between the proposals i.e. a change to Glasgow Airport's design may result in a knock-on change for NERL and/or Edinburgh Airport.
- 9.1.8** This means that Glasgow Airport, Edinburgh Airport and NERL, coordinated by ACOG, have worked closely together to develop the Scottish Airspace Modernisation proposal.
- 9.1.9** It also means that for some stakeholders a coordinated approach to consultation has been developed. Within this appendix, we provide further details on our approach to the coordinated consultation.



Coordinated approach to consultations/rationale

- 9.1.10** Interdependencies between ACPs typically arise when multiple changes are proposed in the same broad volumes of airspace and in similar timeframes, which must be integrated into an overall system that is safe and efficient. The stakeholders that might be affected by the development of the overall system or specific aspects of the component ACPs should be consulted in a coordinated manner on the various impacts and options.
- 9.1.11** The range and level of coordination between sponsors' consultations is based on the nature of the interdependencies between ACPs. The scale of interdependencies or influence between changes, with consideration of the potential collective impacts for stakeholders, will dictate the level of coordination required.
- 9.1.12** The Scottish cluster of Airspace Change Proposals share limited interdependencies, with no collective impacts below 7,000ft.
- 9.1.13** ACOG, working with the Edinburgh and Glasgow airports and NERL has developed a proportionate approach to coordinating consultations, guided by a set of common principles. These principles were developed collaboratively and engaged on in ACOG's public engagement exercise which ran from 29 January to 10 March 2024.
- 9.1.14** The principles are summarised below and organised into four themes: audience, approach, materials and length, in line with the CAP1616 process.

Audience

The ACP sponsors have already conducted audience identification and analysis in Stages 1 and 2 of the CAP1616 process and engaged with a mix of representative stakeholders. Further analysis of the stakeholder groups that are potentially affected by the Scottish Airspace ACPs has been drawn from the sponsors' Full Options Appraisals.

The Scottish Airspace ACP sponsors have:

- Combined their analysis of potentially affected stakeholders to understand where coordination is most important and streamline the delivery of consultation activities.
- Integrated their audience mapping to minimise the risk that stakeholders are contacted multiple times by different sponsors and reduce duplications of effort.
- Identified and coordinated the use of potential intermediaries.

Approach

The consultations will be undertaken through the CAA's Airspace Change Portal and all the information for each consultation will be available there.

The sponsors have coordinated how they present common information about the proposed Scottish Airspace Modernisation design including the cumulative and collective impacts and any proposed trade-offs regardless of which consultation stakeholders participate in.

The sponsors have coordinated how they will consult with shared audiences using a range of channels, including both online (such as a bespoke cluster website) and in person activities (briefings).

Materials

All common Scottish Airspace Modernisation design information has been developed in coordination by the ACP sponsors to ensure its accuracy, consistency and completeness, including:

- The context and background to the proposed changes, using consistent language about the airspace modernisation programme, tailored for each specific Scottish Airspace Modernisation ACP.
- The cumulative and collective impacts, presented in the same format, with the same language to explain the methods used to calculate them.
- Proposed trade-off decisions, presented in a consistent way, applying the same questions for feedback.

Length

The CAP1616 process guidance explains that the accepted standard for the duration of a consultation exercise is 12 weeks. Edinburgh, Glasgow and NERL have considered the following points in coordinating their consultation timelines:

- Any major holidays within the locality of the proposed changes, allowing extra time if appropriate.
- Proposed the same launch date and close date is chosen for all consultations.
- Review points to enable the coordinated approach to be refined if required and provide the opportunity to consider responding to any common challenges in a coordinated way.
- The approach to analysing responses which will be undertaken collaboratively to ensure all feedback is captured. Sponsors will consider the relevance of the feedback to the other sponsors and share responses as appropriate.
- Developing potential consultation extension plans collaboratively so that in the event of an extension being required, all sponsors have considered the impact this will have on their in-train consultation activities.

9.1.15 Further detail around the execution of these principles can be found within this document and ACOG's ScTMA Cluster Coordinated Consultations Framework document.

9.2 Purpose of Appendix A

9.2.1 The purpose of this document is to present the details of the co-ordinated consultation only.

9.2.2 As described in [Section 9.1](#) there are elements of the proposals which are individual to each of the sponsors, NERL, Edinburgh Airport and Glasgow Airport and there are elements which are co-ordinated.

9.2.3 Appendix A is not a full consultation strategy and is not intended to be read as such. Elements of the co-ordinated consultation which are relevant to both the sponsor's individual consultation and the coordinated elements (such as late responses, contingency plans etc) are contained within the main body of the Glasgow Airport Consultation Strategy.

10

Audience

10.1 Identifying the Co-ordinated Consultation Audience

10.1.1 As stated in the introduction, there are 3 sponsors conducting simultaneous consultations in Scotland: Glasgow Airport, Edinburgh Airport and NERL.

10.1.2 These sponsors carried out a stakeholder mapping exercise to identify all stakeholders who may be affected by either all 3 proposals, or a combination of 2 proposals (e.g. Glasgow and Edinburgh but not NERL or Glasgow and NERL, but not Edinburgh).

10.1.3 This exercise started by categorising the stakeholders into the following groups.

Aviation Industry Stakeholders

- Airlines
- ANSPs (Air Navigation Service Providers)
- Airports
- NATMAC (National Air Traffic Management Advisory Committee)
- General Aviation
- Military

Non-Aviation Industry Stakeholders

- Political
- Environment
- Seldom Heard
- Business

General Public

10.1.4 Air Navigation Guidance 2017²³ (ANG17) requires airports to consider the impacts of airspace change proposals, in particular noise up to 7,000ft. At and above 7,000ft, noise is no longer a priority, instead the focus is on carbon and emissions.

10.1.5 As stated in the ACOG Masterplan Iteration 3 (Scotland), the NERL led proposal is to upgrade the route network above 7,000ft and Glasgow and Edinburgh Airports are re-designing the departure and arrival routes that serve their operations up to 7,000ft.

10.1.6 As there are no cumulative impacts for people on the ground from the Glasgow and Edinburgh proposals, there are no combined consultation events between the airports when targeting the public for consultation.

10.1.7 NERL proposals are dealing with the airspace above 7,000ft, where noise is no longer a priority, consequently the NERL stakeholders are an identified audience from primarily within the aviation industry. However, NERL will welcome a response from any individual or organisation.

10.1.8 The list of stakeholders is available at Appendix B.

10.2 Information needs of the co-ordinated consultation audience

10.2.1 As part of the co-ordinated consultation with Edinburgh Airport and NERL, Glasgow Airport has worked with the other sponsors to understand the varying information needs of the coordinated stakeholders. The Aviation Industry and non-aviation industry stakeholders listed in Appendix B, make up the co-ordinated consultation audience. These are the stakeholders who will have an interest in all 3 Airspace Change Proposal, or a combination of two.

10.2.2 To ensure these stakeholders can participate in all relevant in a meaningful way, Glasgow, Edinburgh and NERL have worked together to ensure that an appropriate method of informing these stakeholders about each consultation has been adopted. More information on this method of consultation for our co-ordinated Aviation Industry stakeholders can be found in [Section 11.4](#)

²³ [Air Navigation Guidance 2017](#)

11

Approach

11.1 Notification of Co-ordinated consultees

11.1.1 Each sponsor has responsibility for a different stakeholder group and any online correspondence will be agreed by the relevant sponsors prior to distribution. The correspondence will contain the branding of all sponsors.

Stakeholder Group		Responsible for contacting	Additional Information
Aviation Industry	Airlines	NERL Glasgow/ Edinburgh	NERL will lead communications with the coordinated Aviation Industry stakeholders listed in Appendix B. Aviation stakeholders who are combined Glasgow & Edinburgh stakeholders will be contacted by Glasgow Airport. Aviation stakeholders who are not combined will be contacted by the relevant sponsor.
	Airports/Airfields		
	NATMAC		
	General Aviation		
	Military		
Non-Aviation Industry	MPs/MSPs	Glasgow	Glasgow Airport will communicate directly with the MPs & MSPs who form part of their stakeholder list and on behalf of the NERL MPs/ MSPs which are shared. Edinburgh Airport will communicate directly with the MPs & MSPs who form part of their stakeholder list and on behalf of the NERL MPs/ MSPs which are shared. NERL will communicate directly with the relevant MPs & MSPs who are outside of the Edinburgh & Glasgow ACP impacted areas.
		Edinburgh	
		NERL	
	Local Councils/Wards	Individual sponsors	
	Environment		
	Seldom-Heard Groups		
	Business		
	General Public		

Table 14: Division of co-ordinated consultee correspondence responsibility

- 11.1.2** The co-ordinated consultees will be notified by email following a successful result at the CONSULT gateway. This email will provide a brief overview of the co-ordinated consultation, including background on the individual sponsors' consultations and the start and end dates of the consultation. Information on how Glasgow Airport will notify its individual consultees, is available at [Section 5.2](#) of this document.
- 11.1.3** Elements of planned co-ordinated consultation activity is due to take place in the opening weeks of the consultation, referred to as the Consultation Start Period, and some stakeholders will be emailed prior to the start of the consultation inviting them to participate in bespoke webinars with all 3 sponsors. Further information on the stakeholders who will be invited is available at Table 15.
- 11.1.4** At the start of the consultation, which will run for 14 weeks from 00:01hrs on Monday 20 October 2025 – 23:59hrs on Sunday 25 January 2026, the coordinated consultees identified in Appendix B will be emailed informing them that the consultation has opened and provide them with a link to the Scottish Airspace Modernisation website, which will contain further information on the co-ordinated consultation and links to each of the sponsors' individual sites.
- 11.1.5** Further details on how coordinated stakeholders will be reached is available as part of the Glasgow only approach in Table 6.

11.2 Co-ordinated consultation awareness

Coordinated Consultation and Communications Working Group

- 11.2.1** The sponsors, Glasgow Airport, Edinburgh Airport and NERL have established co-ordinated consultation and communication working groups which are responsible for ensuring the consultation strategy is delivered in a coherent and efficient manner. This group will continue to meet throughout the ACP period to align stakeholder communications and engagement by:

- Developing common consultation communication collateral
- Agreeing information dissemination, such as social media releases, press releases, and engagement/consultation plans for joint stakeholders
- Co-ordinating communications with shared audiences as outlined in the sponsors consultation strategies

Scottish Airspace Modernisation Website, Social Media & Press Releases

- 11.2.2** The co-ordinated consultation sponsors have established a website, www.scottishairspacemodernisation.co.uk which will be the lead website for all 3 ACPs. This site will contain background information on the following subjects:

- Airspace Modernisation Strategy
- ACOG and the Masterplan Iteration 3 (Scotland)
- CAP1616 process and the timescales
- Introduction to the three consultations and how they are aligned

- 11.2.3** All consultees will be directed to the Scottish Airspace Modernisation website in the first instance. The Scottish Airspace Modernisation website will contain links to the individual sponsor consultation websites and for consultees who are unsure which consultation is most applicable to them; the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.

11.2.4 Further information on the layout of the Scottish Airspace Modernisation website is at [Section 11.4](#)

11.2.5 The consultee will be suggested the most appropriate proposal(s) to look at however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to any consultation.

11.2.6 The co-ordinated consultation will use press releases to inform media of the consultation. All releases will provide a summary of the proposals and direct interested parties to the Scottish Airspace Modernisation website. Where co-ordination is required, this will be managed by the co-ordinated consultation and communication working groups referenced in paragraph 11.2.1

11.2.7 The co-ordinated consultation will use existing individual social media outlets; Facebook, X and LinkedIn to provide a brief outline of the consultation and direct interested parties to the Scottish Airspace Modernisation website. Each sponsor will be responsible for posting on their individual social media sites, however the post will be co-ordinated and agreed by the co-ordinated consultation and communication working group prior to posting.

11.2.8 Edinburgh and Glasgow Airports will also place paid adverts on their individual social media sites at certain times during the consultation period, to promote the consultation and ensure consultees are aware of the consultation end date. Links will take consultees to the Scottish Airspace Modernisation website. Further details on when social media will be used are available in Appendix C – Communications/Activities Plan.

11.2.9 Edinburgh and Glasgow Airports will use adverts in local newspapers to reach consultees who may not use social media or have online access. For details on the local Glasgow newspapers please see [Section 5.3](#) – Local newspapers and Table 8 of the Glasgow Consultation Strategy.

11.3 Communications/Activities Plan

11.3.1 CAP1616 suggests that consultations which will have higher impacts and require a wide range of communication activity should have a communications plan.²⁴

11.3.3 Glasgow Airport has created a communications/activity plan to cover the relevant aspects of the co-ordinated consultation and the individual Glasgow Airport consultation activities. This is available at Appendix C.

²⁴ CAP1616 f Page 56, paragraph 4.39

11.4 Methods of co-ordinated consultation

Scottish Airspace Modernisation website

- 11.4.1** As stated in [Section 5.3](#), the co-ordinated consultation sponsors have developed a primary website, www.scottishairsapacemodernisation.co.uk which all consultees will be directed to in the first instance.
- 11.4.2** This site will contain background information on the following subjects:
- Airspace Modernisation Strategy
 - ACOG and the Masterplan Iteration 3 (Scotland)
 - CAP1616 process and the timescales
 - Introduction to the three consultations and how they are aligned.
- 11.4.3** Consultees who are familiar with the subject matter, or who are looking to go directly to an individual sponsors' website or Citizen Space, will be able to do so.
- 11.4.4** For consultees who are unsure which consultation is most applicable to them, the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.
- 11.4.5** The consultee will be suggested the most appropriate proposal(s) to look at however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to any consultation.
- 11.4.6** The following sections explain the layout of the Scottish Airspace Modernisation consultation website.

The link below can be used to access the website:
[scottishairsapacemodernisation.co.uk](http://www.scottishairsapacemodernisation.co.uk)

Coordinated consultation website

The coordinated consultation website for Scottish Airspace Modernisation is the landing page for all digital communications relating the Airspace Change Proposals for Edinburgh Airport, NATS NERL and Glasgow Airport.

The coordinated website will be the website address advertised across all consultation materials for all those engaged in any of the consultations, regardless of whether they are most impacted by the process led by NERL, Edinburgh or Glasgow Airports.

As a result, this site is designed to be a simple scrolling page to make it easy to navigate, and clearly set out the story of Scottish Airspace Modernisation. A menu at the top provides quick access to each section of the page. It provides easy access and signposting to each of the three sponsors' own consultation websites.

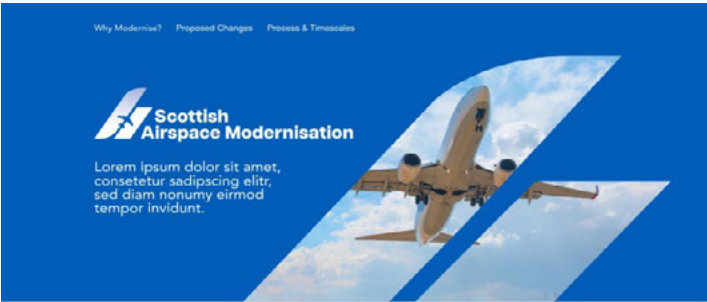
For those who may be unsure of which consultation is most applicable to them, a simple filtering system with radio buttons will be available to recommend which consultation is most relevant for them, with a map showing the different geographical areas covered by each Airspace Change Proposal.

The website is mobile-first, recognising that the majority of the website visitors will likely be using their phone to access the site – although the desktop access will be exactly the same content.

At two distinct points on the website, clear boxes signpost to each sponsor's own consultation website.

Content

- Introduction to Scottish Airspace Modernisation
- Why does the airspace need modernising?
- What does ScTMA propose to change?
- Process/timescales
- Links to individual sponsor websites
- Filtering system for those who are not sure which ACP is most relevant (and potential map)



Airspace Change Proposals

Edinburgh Airport NATS NERL Glasgow Airport

Not sure which consultation affects you?
Click here to take a look at our filter tool to find out!

Welcome

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Why does the airspace need modernising?

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What does ScTMA propose to change?

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If you need to, please use the filtering tool and/or chat below to guide you to the consultation you might be most interested in.

Question 1
Select your answer --

Question 2
Select your answer --

Question 3
Select your answer --

Edinburgh Airport NATS NERL Glasgow Airport

(If approved you will be contacted after consultation assessment)

The Airspace Change Process and timescales

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Scottish Airspace Modernisation is made up of Airspace Change Proposals from Edinburgh Airport, NATS NERL and Glasgow Airport.



Webinars/online briefings

- 11.4.7** NERL, Glasgow and Edinburgh have identified coordinated consultees who would benefit from a bespoke webinar with all 3 sponsors. These are primarily aviation industry stakeholders.
- 11.4.8** The 3 sponsors have identified the airlines who utilise the airports and airspace the most and will offer bespoke webinars in the early stages of the consultation period. Webinars will also be offered to members of the adjacent local airports/airfields, the military and General Aviation organisations.
- 11.4.9** Additional webinars will take place at the mid-point of the consultation period and any stakeholder organisation who wishes for an additional session is free to contact any of the sponsors for arrangements to be made.
- 11.4.10** The audience will be informed of the sessions and proposed dates/times prior to the consultation start date, to enable the initial online events take place in the opening weeks of the consultation.
- 11.4.11** These webinars will provide an overview of the airspace change and allow stakeholders to ask questions which could inform their feedback. Materials for the Aviation Industry engagement sessions will be developed between NERL, Edinburgh Airport and Glasgow Airport to provide consistency between presentations.

Webinar Number	Audience	Approximate date
1	General Aviation (specific)	Consultation start-period
2	Military	Consultation start-period
3-9	Targeted Airlines	Consultation start-period
10	Airlines (open to all)	Consultation start-period
11	Aviation stakeholders (open to all)	Consultation start-period
12	Airports/ANSP session	Consultation start-period
13	Airlines (open to all)	Consultation mid-period
14	Aviation Stakeholders (open to all)	Consultation mid-period

Table 15: Co-ordinated consultation webinar/online briefing information

MP and MSP drop-in events

- 11.4.12** For political stakeholders, Glasgow and Edinburgh Airports will hold separate consultation events for their relevant MPs and MSPs but will co-ordinate with NERL. Details of which MPs and MSPs are co-ordinated between Glasgow and NERL can be found in the stakeholder list at Appendix B.
- 11.4.13** An email with a written brief will be issued prior to consultation launch and will invite MPs and MSPs to attend drop-in sessions. These events will be held in the opening weeks of the consultation and take place at both Holyrood and Westminster.
- 11.4.14** Glasgow Airport and Edinburgh Airport will de-conflict their sessions, to ensure they are not held at the same time.

Public drop-in events

- 11.4.15** As stated in paragraph 10.1.6 there are no cumulative impacts for the public below 7,000ft from the Glasgow and Edinburgh proposals, therefore there will be no combined public drop-in events hosted by the airports. Members of NERL will be invited to attend the Glasgow Airport Consultation public-drop in events, to be on hand to answer questions.

Individual briefings

- 11.4.16** Individual briefings will be arranged on a case-by-case basis, as and when the request is made to any one of the three sponsors. Depending on the request, the other sponsors will be informed and, if appropriate, invited.

Use of Intermediaries

- 11.4.17** The co-ordinated consultation sponsors intend to use Aviation Industry intermediaries, such as NATMAC members and General Aviation organisations to help publicise the consultation, within their organisations only. We do not expect any intermediaries to take on the role of educating their organisation members about the details of the proposals.
- 11.4.18** The co-ordinated sponsor responsible for correspondence with the Aviation Industry organisation will ensure that emails are clear where we are happy for the information to be disseminated to members.

11.5 Responding to the consultation

Directing co-ordinated consultees

- 11.5.1** Consultees for the co-ordinated consultation will be directed to the co-ordinated consultation Scottish Airspace Modernisation website in the first instance.
- 11.5.2** From there, they will find links to each of the sponsors' individual consultation websites and to the sponsors' individual Citizen Space websites, where the online surveys are hosted. There is not a single Citizen Space website for all 3 consultations.
- 11.5.3** For consultees who are unsure which consultation is most applicable to them, the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.
- 11.5.4** The consultee will be suggested the most appropriate proposal(s) to look at however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to any consultation.
- 11.5.5** On completion of a consultation response, consultees will be provided with a link returning them to the co-ordinated consultation Scottish Airspace Modernisation website, where they can easily access another consultation if they wish to.

11.6 Encouraging Responses

- 11.6.1** The co-ordinated sponsors will utilise press releases, individual social media sites, and, where appropriate, newspaper adverts, to advertise the consultation prior to the start and during the consultation period to encourage responses from stakeholders.
- 11.6.2** The coordinated stakeholders and individual sponsor stakeholders will be emailed at consultation launch, at the mid-point and approximately 2 weeks prior to consultation close.
- 11.6.3** Glasgow Airport shall meet regularly throughout the consultation period with Edinburgh Airport and NERL to discuss responses and any remedial action that may be required.

11.7 Timetable of consultation activities

- 11.7.1** For a timetable of both the co-ordinated elements of the consultation and Glasgow Airport's own consultation elements, please see Appendix C – Communications/Activities plan.

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Materials

12.1 Co-ordinated consultation information

12.1.1 Information on the co-ordinated consultation will be available on co-ordinated consultation website, www.scottishairspacemodernisation.co.uk and on individual sponsors' consultation websites.

12.1.2 Several documents have been produced by ACOG to support Scottish Airspace Modernisation specifically, and the wider UK airspace modernisation programme. These include:

- ScTMA Cluster Coordinated Consultations Framework
- Description of the proposed system-wide design for the Scottish (ScTMA) Cluster of the Airspace Change Masterplan
- Cumulative Analysis Framework (CAF) 1
- CAF2 – (this includes a Controlled Airspace commentary)

12.1.3 Once published, these documents will be available via links from the Scottish Airspace Modernisation website.

12.2 Co-ordinated Consultation Tools

12.2.1 For consultees who are unsure which consultation is most applicable to them, the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.

12.2.2 The consultee will be suggested the most appropriate proposal(s) to look at however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to 1, 2 or all 3 consultations.

Appendix B – Stakeholder List

Airlines

Organisation Name	Engaged			Additional Comments	Co-ordinated	Sponsors
	Stage 1	Stage 2	Stage 3			
Aer Lingus	Y	Y	Y		Y	GLA / EDI / NATS
Air Canada (Rouge)	Y	Y	Y		Y	GLA / EDI / NATS
Air Transat	Y	Y	Y		Y	GLA / EDI / NATS
American Airlines	Y	Y	Y		Y	GLA / EDI / NATS
British Airways	Y	Y	Y		Y	GLA / EDI / NATS
Delta	Y	Y	Y		Y	GLA / EDI / NATS
Eastern Airways	Y	Y	Y		Y	GLA / EDI / NATS
EasyJet	Y	Y	Y		Y	GLA / EDI / NATS
Emirates	Y	Y	Y		Y	GLA / EDI / NATS
Flybe*	Y	N	N	no longer trading	N/A	N/A
Jet2	Y	Y	Y		Y	GLA / EDI / NATS
KLM	Y	Y	Y		Y	GLA / EDI / NATS
Loganair	Y	Y	Y		Y	GLA / EDI / NATS
Lufthansa	Y	Y	Y		Y	GLA / EDI / NATS
PDG Helicopters	N	Y	Y		Y	GLA / NATS
Ryanair	Y	Y	Y		Y	GLA / EDI / NATS
Thomas Cook	Y	Y	Y		Y	GLA / NATS
TUI	Y	Y	Y		Y	GLA / EDI / NATS
United Airlines	Y	Y	Y		Y	GLA / EDI / NATS
Virgin Atlantic	Y	Y	Y		Y	GLA / EDI / NATS
Westjet	Y	Y	Y		Y	GLA / EDI / NATS
Wizzair	Y	Y	Y		Y	GLA / NATS
Blue Air	Y	Y	Y		Y	GLA / NATS
Gama Aviation	Y	Y	Y		Y	GLA / NATS
HeliOffshore	Y	Y	Y		Y	GLA / NATS
Heliscot	Y	Y	Y		Y	GLA / NATS
Babcock	Y	Y	Y		Y	GLA / NATS
Icelandair	N	N	Y	Added as Glasgow operator	Y	GLA / NATS
Corendon Airlines	N	N	Y	Added as Glasgow operator	Y	GLA / NATS

Aviation Industry

Organisation Name	Engaged			Additional Comments	Co-ordinated	Sponsors
	Stage 1	Stage 2	Stage 3			
ABTA – The Travel Association	N	Y	Y		Y	GLA / EDI
Air Charter Scotland	N	Y	Y		N	
Independent Commission on Civil Aviation Noise	Y	Y	N	No longer active	N/A	N/A
Merlin Aerospace Consulting Ltd	N	Y	Y		N	
QinetiQ	Y	Y	Y		N	
Signature Flight Support	Y	Y	Y		Y	GLA / EDI / NATS
NATS Glasgow	Y	Y	Y		Y	GLA / EDI
NERL	Y	Y	Y		Y	GLA / EDI
Bristow Helicopters	Y	Y	Y		N	
Menzies Aviation	Y	Y	Y		Y	GLA / EDI / NATS
Prestwick Centre (NATS)	Y	Y	Y		Y	GLA / EDI
Scottish Passenger Agents' Association	Y	Y	Y		Y	GLA / EDI
Swissport	Y	Y	Y		Y	GLA / EDI
Transport Scotland	Y	Y	Y		Y	GLA / EDI
Scottish Aeronautics & Rocketry Association (SARA)	Y	Y	Y		Y	GLA / EDI/ NATS

Airports and Airfields

Organisation Name	Engaged			Additional Comments	Co-ordinated	Sponsors
	Stage 1	Stage 2	Stage 3			
Aberdeen Airport	Y	Y	Y		Y	GLA / EDI / NATS
Cumbernauld Airport	Y	Y	Y		Y	GLA / EDI / NATS
Edinburgh Airport	Y	Y	Y		Y	GLA / NATS
Prestwick Airport	Y	Y	Y		Y	GLA / EDI / NATS
Strathaven Airfield	Y	Y	Y		Y	GLA / EDI / NATS
Portmoak	N	Y	Y		Y	GLA / EDI / NATS

Organisation Name	Engaged			Additional Comments	Co-ordinated	Sponsors
	Stage 1	Stage 2	Stage 3			
Airlines UK	N	Y	Y		Y	GLA / EDI / NATS
Airspace Change Organising Group (ACOG)	N	Y	Y		Y	GLA / EDI / NATS
Association of Remotely Piloted Aircraft Systems	Y	Y	Y		Y	GLA / EDI / NATS
Airfield Operators' Group (AOG)	Y	Y	Y		Y	GLA / EDI / NATS
AirportsUK	Y	Y	Y		Y	GLA / EDI / NATS
Aircraft Owners and Pilots Association	Y	Y	Y		Y	GLA / EDI / NATS
Aviation Environment Federation	Y	Y	Y		Y	GLA / EDI / NATS
British Airways	Y	Y	Y		Y	GLA / EDI / NATS
BAe Systems	Y	Y	Y		Y	GLA / EDI / NATS
British Airline Pilots Association	Y	Y	Y		Y	GLA / EDI / NATS
British Balloon and Airship Club	Y	Y	Y		Y	GLA / EDI / NATS
British Business and General Aviation Association	Y	Y	Y		Y	GLA / EDI / NATS
British Gliding Association	Y	Y	Y		Y	GLA / EDI / NATS
British Helicopter Association	Y	Y	Y		Y	GLA / EDI / NATS
British Hang Gliding and Paragliding Association	Y	Y	Y		Y	GLA / EDI / NATS
British Microlight Aircraft Association	Y	Y	Y		Y	GLA / EDI / NATS
British Skydiving	N	N	Y		Y	GLA / EDI / NATS
Drone Major	N	N	Y		Y	GLA / EDI / NATS
General Aviation Alliance	Y	Y	Y		Y	GLA / EDI / NATS
Guild of Air Traffic Control Officers	Y	Y	Y		Y	GLA / EDI / NATS
Honourable Company of Air Pilots	Y	Y	Y		Y	GLA / EDI / NATS

²⁶ Based on list provided by the CAA in June 2025

Helicopter Club of Great Britain	Y	Y	Y		Y	GLA / EDI / NATS
Isle of Man CAA	Y	Y	Y		Y	GLA / EDI / NATS
Light Aircraft Association	Y	Y	Y		Y	GLA / EDI / NATS
Low Fare Airlines	Y	Y	Y		Y	GLA / EDI / NATS
Military Aviation Authority	Y	Y	Y		Y	GLA / EDI / NATS
Ministry of Defence	Y	Y	Y		Y	GLA / EDI / NATS
National Air Traffic Services	Y	Y	Y		Y	GLA / EDI / NATS
Navy Command HQ	Y	Y	Y		Y	GLA / EDI / NATS
PPL/IR	Y	Y	Y		Y	GLA / EDI / NATS
UK Airprox Board	Y	Y	Y		Y	GLA / EDI / NATS
United Kingdom Flight Safety Committee	Y	Y	Y		Y	GLA / EDI / NATS
USAFE	Y	Y	Y		Y	GLA / EDI / NATS
Heavy Airlines	Y	Y	N	No longer NATMAC Member	N/A	N/A

General Aviation

Organisation Name	Engaged			Additional Comments	Co-ordinated	Sponsors
	Stage 1	Stage 2	Stage 3			
British Model Flying Association	Y	Y	Y		N	
British Parachute Association	Y	Y	Y		N	
General Aviation Safety Council	N	Y	Y		N	
Cloudbusters Paragliding	N	Y	Y		N	
Exclusive Ballooning	N	Y	Y		N	
Glasgow Flying Club	Y	Y	Y		N	
Heli Air Cumbernauld	N	Y	Y		N	
Lanarkshire & Lothian Soaring Club	Y	Y	Y		N	
Leading Edge Flight Training	Y	Y	Y		N	
Left Aero	N	Y	Y		N	
Loch Lomond Seaplanes	N	Y	Y		N	
Phoenix Flight Training Scotland	N	Y	Y		N	
SGC Portmoak	N	Y	Y		Y	GLA / NATS / EDI
Universities of Glasgow & Strathclyde Air Squadron (UGSAS)	N	Y	Y		N	
NHS Ayrshire & Arran	Y	Y	Y		N	
NHS Forth Valley	Y	Y	Y		Y	GLA / EDI
NHS Greater Glasgow & Clyde	Y	Y	Y		N	
NHS Lanarkshire	Y	Y	Y		N	
Police Scotland	Y	Y	Y		Y	GLA / EDI
Scotland's Charity Air Ambulance	Y	Y	Y		Y	GLA / EDI
Scottish Ambulance Service	N	Y	Y		Y	GLA / EDI
Scottish Mountain Rescue	Y	Y	Y		Y	GLA / EDI
Prestwick Flying Club	N	N	Y	Added at Stage 3	N	
Scottish Aero Club	N	N	Y	Added at Stage 3	N	
ACS Aviation	N	N	Y	Added at Stage 3	N	
Deeside Gliding Club	N	N	Y	Added at Stage 3	N	

Hard to reach

Organisation Name	Engaged			Additional Comments	Co-ordinated
	Stage 1	Stage 2	Stage 3		
Scottish Association for Mental Health	Y	Y	Y		Individual approaches, consider coordinated approach to briefings / meetings only on a case-by-case basis
Argyll and Bute Third Sector Interface	Y	Y	Y		
Arran Community and Voluntary Service (CVS)	Y	Y	Y		
BEMIS	Y	Y	Y		
British Association of Social Workers	Y	Y	Y		
CEMVO	Y	Y	Y		
Council for the Voluntary Sector Inverclyde	Y	Y	Y		
Council for Voluntary Sector (CVS) Falkirk	Y	Y	Y		
CVO East Ayrshire	Y	Y	Y		
East Dunbartonshire Voluntary Action	Y	Y	Y		
Engage Renfrewshire	Y	Y	Y		
Engender	Y	Y	Y		
Glasgow Access Panel	Y	Y	Y		
Glasgow Council for the Voluntary Sector (GCUS)	Y	Y	Y		
Glasgow Disability Alliance	Y	Y	Y		
Glasgow Third Sector Interface Network	Y	Y	Y		
Renfrewshire Access Panel	Y	Y	Y		
Scottish Association for Mental Health	Y	Y	Y		
Scottish Autism	Y	Y	Y		
Stirlingshire Voluntary Enterprise	Y	Y	Y		
Voluntary Action East Renfrewshire	Y	Y	Y		
Voluntary Action North Lanarkshire	Y	Y	Y		
Voluntary Action South Lanarkshire	Y	Y	Y		
Volunteer Glasgow	Y	Y	Y		

Age UK Scotland	N	N	Y	Added at Stage 3	Individual approaches, consider coordinated approach to briefings / meetings only on a case-by-case basis
Glasgow's Golden Generation	N	N	Y	Added at Stage 3	
Age Concern Scotland	N	N	Y	Added at Stage 3	
ENABLE Scotland	N	N	Y	Added at Stage 3	
The Mungo Foundation	N	N	Y	Added at Stage 3	
Fair Deal Glasgow	N	N	Y	Added at Stage 3	
SHARE Scotland	N	N	Y	Added at Stage 3	
Glasgow Disability Alliance	N	N	Y	Added at Stage 3	
Capability Scotland	N	N	Y	Added at Stage 3	
Visibility Scotland	N	N	Y	Added at Stage 3	
Sight Scotland	N	N	Y	Added at Stage 3	
RNIB Scotland	N	N	Y	Added at Stage 3	
Macular Society	N	N	Y	Added at Stage 3	
Hayfield Glasgow	N	N	Y	Added at Stage 3	
Deaf Action	N	N	Y	Added at Stage 3	
RNID Scotland	N	N	Y	Added at Stage 3	
British Deaf Association (Glasgow)	N	N	Y	Added at Stage 3	

Community

Organisation Name	Engaged			Additional Comments	Co-ordinated
	Stage 1	Stage 2	Stage 3		
Glasgow Airport Consultative Committee	Y	Y	Y		No
Dykebar Hospital	Y	Y	Y		No
Ministry of Defence	Y	Y	Y		As part of NATMAC list
Colquhoun Park Community Group	N	Y	Y		No
West Dunbartonshire CUS	Y	Y	Y		No
Bearsden Primary School	Y	Y	Y		No
City of Glasgow College	Y	Y	Y		No
St. Benedict's High School	Y	Y	Y		No
Strathblane Primary School	Y	Y	Y		No

The Enchanted Tree Nursery	Y	Y	Y		No
University of Glasgow	Y	Y	Y		No
University of the West of Scotland	Y	Y	Y		No
Mains Estate Residents' Association (MERA)	Y	Y	Y		No
Balquhider, Lochearnhead, and Strathyre Community Council	N	Y	Y		No
Banknock, Haggs & Longcroft Community Council	Y	Y	Y		No
Bearsden East Community Council (BECC)	Y	Y	Y		No
Bearsden North Community Council	Y	Y	Y		No
Bearsden West Community Council	Y	Y	Y		No
Beith and District Community Council	Y	Y	Y		No
Bishopbriggs Community Council	Y	Y	Y		No
Bonnybridge Community Council	N	Y	Y		No
Callander Community Council	N	Y	Y		No
Cambusbarron Community Council	N	Y	Y		No
Cambuslang Community Council	N	Y	Y		No
Carron Valley and District Community Council	N	Y	Y		No
Craigmarloch Community Council	N	Y	Y		No
Dennistoun Community Council	Y	Y	Y		No
Denny, Dunipace, Head of Muir & Denngloa Community Council	N	Y	Y		No
Drymen Community Council	N	Y	Y		No
Dullater Community Council	N	Y	Y		No
Gargunnock Community Council	N	Y	Y		No
Gartmore Community Council	N	Y	Y		No
Greengairs Community Council	N	Y	Y		No
Greenock South West Community	Y	Y	Y		No
Helensburgh Community Council	Y	Y	Y		No
Howwood Community Council	Y	Y	Y		No
Johnstone Community Council	Y	Y	Y		No
Kildrum Community Council	N	Y	Y		No

Killearn Community Council	Y	Y	Y		No
Killin Community Council	N	Y	Y		No
Kilmadock Community Council	N	Y	Y		No
Kilsyth Community Council	N	Y	Y		No
Kippen Community Council	N	Y	Y		No
Kirkintilloch Community Council	Y	Y	Y		No
Milngavie Community Council	Y	Y	Y		No
Plains Community Council	N	Y	Y		No
Queenzieburn Community Council	N	Y	Y		No
Rutherglen Community Council	Y	Y	Y		No
Stepps and District Community Council	Y	Y	Y		No
Stewarton and District Community Council	Y	Y	Y		No
Strathfillan Community Council	N	Y	Y		No
Thornhill and Blairdrummond Community Council	N	Y	Y		No
Trossachs Community Council	N	Y	Y		No
Westerwood Community Council	N	Y	Y		No
Uplawmoor Community Council	Y	Y	Y		No
Drumchapel Community Council	N	N	Y	Added at Stage 3	No
Blairdardie and Old Drumchapel Community Council	N	N	Y	Added at Stage 3	No
High Knightswood and Anniesland Community Council	N	N	Y	Added at Stage 3	No
Yoker Community Council	N	N	Y	Added at Stage 3	No
Kilbirnie and Glengarnock Community Council	N	N	Y	Added at Stage 3	No
Campsie Community Council	N	N	Y	Added at Stage 3	No
Milton Community Council	N	N	Y	Added at Stage 3	No
Twechar Community Council	N	N	Y	Added at Stage 3	No
Baldernock Community Council	N	N	Y	Added at Stage 3	No
Langbank Community Council	N	N	Y	Added at Stage 3	No
Erskine Community Council	N	N	Y	Added at Stage 3	No
Innochinnan Community Council	N	N	Y	Added at Stage 3	No
Linwood Community Council	N	N	Y	Added at Stage 3	No

Brookfield Community Council	N	N	Y	Added at Stage 3	No
Houston Community Council	N	N	Y	Added at Stage 3	No
Bridge of Weir Community Council	N	N	Y	Added at Stage 3	No
Paisley North Community Council	N	N	Y	Added at Stage 3	No
Renfrew Community Council	N	N	Y	Added at Stage 3	No
Gallowhill Community Council	N	N	Y	Added at Stage 3	No
Paisley West and Central Community Council	N	N	Y	Added at Stage 3	No
Foxbar and Brediland	N	N	Y	Added at Stage 3	No
Elderslie Community Council	N	N	Y	Added at Stage 3	No
Kilbarchan Community Council	N	N	Y	Added at Stage 3	No
Lochwinnoch Community Council	N	N	Y	Added at Stage 3	No
Linvale and Drumry Community Council	N	N	Y	Added at Stage 3	No
Parkhall, North Kilbowie and Central Community Council	N	N	Y	Added at Stage 3	No
Clydebank East Community Council	Y	Y	Y		No
Kilmacolm Community Council	N	N	Y	Added at Stage 3	No
Strathblane Community Council	N	N	Y	Added at Stage 3	No
Fintry Community Council	N	Y	Y		No
Neilston Community Council	N	N	Y	Added at Stage 3	No

Business Groups

Organisation Name	Engaged			Additional Comments	Co-ordinated
	Stage 1	Stage 2	Stage 3		
Visit Scotland	Y	Y	Y		Individual approaches, consider coordinated approach to briefings / meetings only on a case-by-case basis
Cairncross House	N	Y	Y	UoG accomodation	N
Dykebar Hospital	Y	Y	Y		N
Unite the Union	Y	Y	Y		Individual approaches, consider coordinated approach to briefings / meetings only on a case-by-case basis
Prospect Scotland	Y	Y	Y		
Scottish Canals	Y	Y	Y		
Scottish Council for Development and Industry	Y	Y	Y		
Aggreko	Y	Y	Y		
CBI Scotland	Y	Y	Y		
Diageo	Y	Y	Y		
Federation of Small Businesses Scotland	Y	Y	Y		
Fedex	Y	Y	Y		
Glasgow Chamber of Commerce	Y	Y	Y		N
Glasgow Social Enterprise Network (GSEN)	Y	Y	Y		N
Peel Ports	Y	Y	Y		N
Renfrewshire Chamber of Commerce	Y	Y	Y		N
Scottish Enterprise	Y	Y	Y		Individual approaches, consider coordinated approach to briefings / meetings only on a case-by-case basis
Scottish Human Rights Commission	Y	Y	Y		
Scottish Passenger Agents' Association	Y	Y	Y		
Scottish Trades Union Congress	Y	Y	Y		N
SUM Glasgow	N	Y	Y		N
Clyde Cruising Club	Y	Y	Y		N
Royal Northern & Clyde Yacht Club	Y	Y	Y		N
Glasgow Life	Y	Y	Y		N
EE21 Ltd	N	Y	Y		N

East Renfrewshire Chamber of Commerce	N	N	Y	Added at Stage 3	N
Dunbartonshire Chamber of Commerce	N	N	Y	Added at Stage 3	N
Inverclyde Chamber of Commerce	N	N	Y	Added at Stage 3	N
Ayrshire Chamber of Commerce	N	N	Y	Added at Stage 3	N
Forth Valley Chamber of Commerce	N	N	Y	Added at Stage 3	N
Lanarkshire Chamber of Commerce	N	N	Y	Added at Stage 3	N
Scottish Hospitality Group	N	N	Y	Added at Stage 3	Individual approaches, consider coordinated approach to briefings / meetings only on a case-by-case basis
UK Hospitality Scotland	N	N	Y	Added at Stage 3	
UKInbound	N	N	Y	Added at Stage 3	

Political

Organisation Name	Engaged			Additional Comments	Co-ordinated	Sponsors
	Stage 1	Stage 2	Stage 3			
Scottish Government						
Ministerial Email	N	Y	Y			GLA / EDI / NATS
SP Constituency						
Uddingston and Bellshill	N	Y	Y		Y	GLA / NATS
Motherwell and Wishaw	N	Y	Y		Y	GLA / NATS
East Kilbride	N	Y	Y		Y	GLA / NATS
Maryhill and Springburn	N	Y	Y		Y	GLA / NATS
Rutherglen	N	Y	Y		Y	GLA / NATS
Glasgow Pollok	N	Y	Y		Y	GLA / NATS
Glasgow Southside	N	Y	Y		Y	GLA / NATS
Glasgow Shettleston	N	Y	Y		Y	GLA / NATS
Glasgow Kelvin	N	Y	Y		Y	GLA / NATS
Strathkelvin and Bearsden	N	Y	Y		Y	GLA / NATS
Clydebank and Milngavie	N	Y	Y		Y	GLA / NATS
Paisley	N	Y	Y		Y	GLA / NATS
Glasgow Anniesland	N	Y	Y		Y	GLA / NATS
Glasgow Provan	N	Y	Y		Y	GLA / NATS
Coatbridge and Chryston	N	Y	Y		Y	GLA / NATS

Clackmannanshire and Dunblane	N	N	Y	Added at Stage 3	Y	GLA / NATS
Cunninghame South	N	Y	Y		Y	GLA / NATS
Dumbarton	N	Y	Y		Y	GLA / NATS
Stirling	N	Y	Y		Y	GLA / NATS
Argyll and Bute	N	Y	Y		Y	GLA / NATS
Renfrewshire North and West	N	Y	Y		Y	GLA / NATS
Cumbernauld and Kilsyth	N	Y	Y		Y	GLA / NATS
Hamilton, Larkhall and Stonehouse	N	Y	Y		Y	GLA / NATS
Glasgow Cathcart	N	Y	Y		Y	GLA / NATS
Airdrie and Shotts	N	Y	Y		Y	GLA / NATS
Eastwood	N	Y	Y		Y	GLA / NATS
Kilmarnock and Irvine	N	Y	Y		Y	GLA / NATS
Renfrewshire South	N	Y	Y		Y	GLA / NATS
Cunninghame North	N	Y	Y		Y	GLA / NATS
Greenock and Inverclyde	N	Y	Y		Y	GLA / NATS
Clydesdale	N	Y	Y		Y	GLA / NATS
Carrick, Cumnock and Doon Valley	N	Y	Y	Not within 7000ft radius but previously engaged	Y	GLA / NATS
Angus South	N	Y	Y	Not within 7000ft radius but previously engaged	Y	GLA / NATS
Ayr	N	N	Y	Not within 7000ft radius but previously engaged	Y	GLA / NATS

UK Parliamentary Constituency						
Ayr, Carrick and Cumnock	N	Y	Y	New MP	Y	GLA / NATS
Mid Dunbartonshire	N	Y	Y	New MP	Y	GLA / NATS
Stirling and Strathallan	N	Y	Y	New MP	Y	GLA / NATS
Cumbernauld, Kilsyth and Kirkintilloch East	N	Y	Y	New MP	Y	GLA / NATS
West Dunbartonshire	N	Y	Y	New MP	Y	GLA / NATS
Inverclyde and Renfrewshire West	N	Y	Y	New MP	Y	GLA / NATS
North Ayrshire and Arran	N	Y	Y	New MP	Y	GLA / NATS
Central Ayrshire	N	Y	Y	New MP	Y	GLA / NATS
Kilmarnock and Loudoun	N	Y	Y	New MP	Y	GLA / NATS
East Kilbride and Strathaven	N	Y	Y	New MP	Y	GLA / NATS
Hamilton and Clyde Valley	N	Y	Y	New MP	Y	GLA / NATS
Motherwell, Wishaw and Carluke	N	Y	Y	New MP	Y	GLA / NATS
Airdrie and Shotts	N	Y	Y	New MP	Y	GLA / NATS
Glasgow East	N	Y	Y	New MP	Y	GLA / NATS
Glasgow North	N	Y	Y	New MP	Y	GLA / NATS
Glasgow North East	N	Y	Y	New MP	Y	GLA / NATS
Glasgow South	N	Y	Y	New MP	Y	GLA / NATS
Glasgow West	N	Y	Y	New MP	Y	GLA / NATS
Glasgow South West	N	Y	Y	New MP	Y	GLA / NATS
Rutherglen	N	Y	Y	New MP	Y	GLA / NATS
Coatbridge and Belshill	N	Y	Y	New MP	Y	GLA / NATS
East Renfrewshire	N	Y	Y	New MP	Y	GLA / NATS
Paisley and Renfrewshire South	N	Y	Y	New MP	Y	GLA / NATS
Paisley and Renfrewshire North	N	Y	Y	New MP	Y	GLA / NATS
Argyll Bute and South Lochaber	N	Y	Y		Y	GLA / NATS
Falkirk West	N	Y	Y	Not within 7000ft radius but previously engaged	Y	GLA / NATS

Region (All regional MSPs)						
Mid Scotland and Fife	N	Y	Y		Y	GLA / NATS
Highlands and Islands	N	Y	Y	Not affected but previously engaged	Y	GLA / NATS
Glasgow	N	Y	Y		Y	GLA / NATS
South Scotland	N	Y	Y		Y	GLA / NATS
West Scotland	N	Y	Y		Y	GLA / NATS
Central Scotland	N	Y	Y		Y	GLA / NATS
Local Authority						
North Ayrshire Council	N	Y	Y		N	
South Lanarkshire Council	N	Y	Y		N	
North Lanarkshire Council	N	Y	Y		N	
East Ayrshire Council	N	Y	Y		N	
East Dunbartonshire Council	N	Y	Y		N	
West Dunbartonshire – Council	N	Y	Y		N	
Stirling – Council	N	Y	Y		N	
Inverclyde – Council	N	Y	Y		N	
Argyll & Bute – Council	Y	Y	Y		N	
Clackmannanshire – Council	N	N	Y	Added at Stage 3	N	
Glasgow	N	Y	Y		N	
Renfrewshire Council	N	Y	Y		N	
East Renfrewshire Council	N	N	Y	Added at Stage 3	N	
Falkirk Council	N	N	Y	Added at Stage 3	N	

Environmental

Organisation Name	Engaged			Additional Comments	Co-ordinated
	Stage 1	Stage 2	Stage 3		
Environmental Protection Scotland	Y	Y	Y		Individual approaches, consider coordinated approach to briefings / meetings only on a case-by-case basis
Friends of the Earth	Y	Y	Y		
Loch Lomond and the Trossachs National Park Authority	Y	Y	Y		
National Trust for Scotland	Y	Y	Y		
Nature Scot (formerly Scottish Natural Heritage)	Y	Y	Y		
Royal Society for the Protection of Birds (RSPB)	Y	N	N	Requested to be removed at Stage 1 according to Stage 2 submission	
Scottish Countryside Alliance	Y	Y	Y		
Scottish Environment Link	Y	Y	Y		
Scottish Wildlife Trust	Y	Y	Y		
SEPA	Y	Y	Y		
RenewableUK	N	N	Y	Added at Stage 3	
Wind2	N	N	Y	Added at Stage 3	
OnWARD 2030	N	N	Y	Added at Stage 3	

Appendix C – Consultation Communications & Activity Plan

Date	Audience	Channel	Details
Pre-Consultation Period (20 September – 20 October 2025)			
TBC	Glasgow Existing Stakeholders/ Coordinated Aviation Industry Consultees	Email	Consultation overview & webinar dates
TBC	Additional Consultees	Email	Consultation overview
TBC	MPs/MSPs	Email	Consultation overview & invitation to drop-in sessions
TBC	All consultees	Press Release	Combined press release with NERL & Edinburgh
TBC	All consultees	Social media	Information on upcoming consultation
Consultation Start Period (20 October – 1 December 2025)			
20 October	All consultees	Scottish Airspace Modernisation website, Glasgow Airport Consultation website & Citizen Space	Websites go live
20 October	Co-ordinated stakeholders	Email	Consultation opening
20 October	Glasgow Existing Stakeholders/ Coordinated Aviation Industry & Additional Consultees	Email	Consultation opening
w/c 20 October	All consultees	Social media posts, newspaper adverts	
w/c 20 October	Tiers 1, 2 & 3	Leaflets/Posters	Leaflets distributed and posters displayed
w/c 20 October	Airport Passengers	Airport installation and notifications	Install signs and display business cards at the Airport; notify business contacts
w/c 20 October	MPs	In-person drop in events at Westminster	Co-ordinated with NERL
w/c 20 October	Co-ordinated Airline/GA/Military/ Airport stakeholders	Webinars	Co-ordinated consultation events with NERL & Edinburgh
w/c 27 October	MSPs	In-person drop in events at Holyrood	Co-ordinated with NERL
See Table 12	Glasgow Airport Consultees	In-person drop in event	Details in Table 12
See Table 11	Glasgow Airport Consultees	Webinars	Details in Table 11

Consultation Mid Period (1 December 2025 – 12 January 2026)			
w/c 1 December	All Co-ordinated consultees, Glasgow Existing Stakeholders, Additional Consultees	Email	Mid-point reminder email
w/c 3 November	All consultees	Press release	Mid-point reminder
w/c 3 November	All consultees	Social media, newspaper adverts	Mid-point reminder posts
TBC	Co-ordinated Airline Stakeholders	Webinar	Open to all airline session with NERL & Edinburgh
TBC	Co-ordinated Aviation Stakeholders	Webinar	Open to all GA session with NERL & Edinburgh
See Table 12	Glasgow Airport Consultees	In-person drop in event	See Table 12
See Table 11	Glasgow Airport Consultees	Webinars	See Table 11
Consultation End Period (12 – 25 January 2026)			
See Table 12	Glasgow Airport Consultees	In-person drop in event	See Table 12
See Table 11	Glasgow Airport Consultees	Webinars	See Table 11
TBC	All consultees	Press release	Combined with NERL & Edinburgh
w/c 12 January 2026	All co-ordinated consultees, Glasgow Existing Stakeholders, Additional Consultees	Email	2 weeks to consultation close
w/c 12 January 2026	All consultees	Social media, newspaper adverts	2 weeks to consultation
25 January 2026	Glasgow Existing Stakeholders/ Additional stakeholders Co-ordinated Stakeholders	Email	Consultation closed notification

Table 16: Communications & Activity Plan