



London Gatwick's Route 4 Airspace Change

Stage 3 Consultation Strategy

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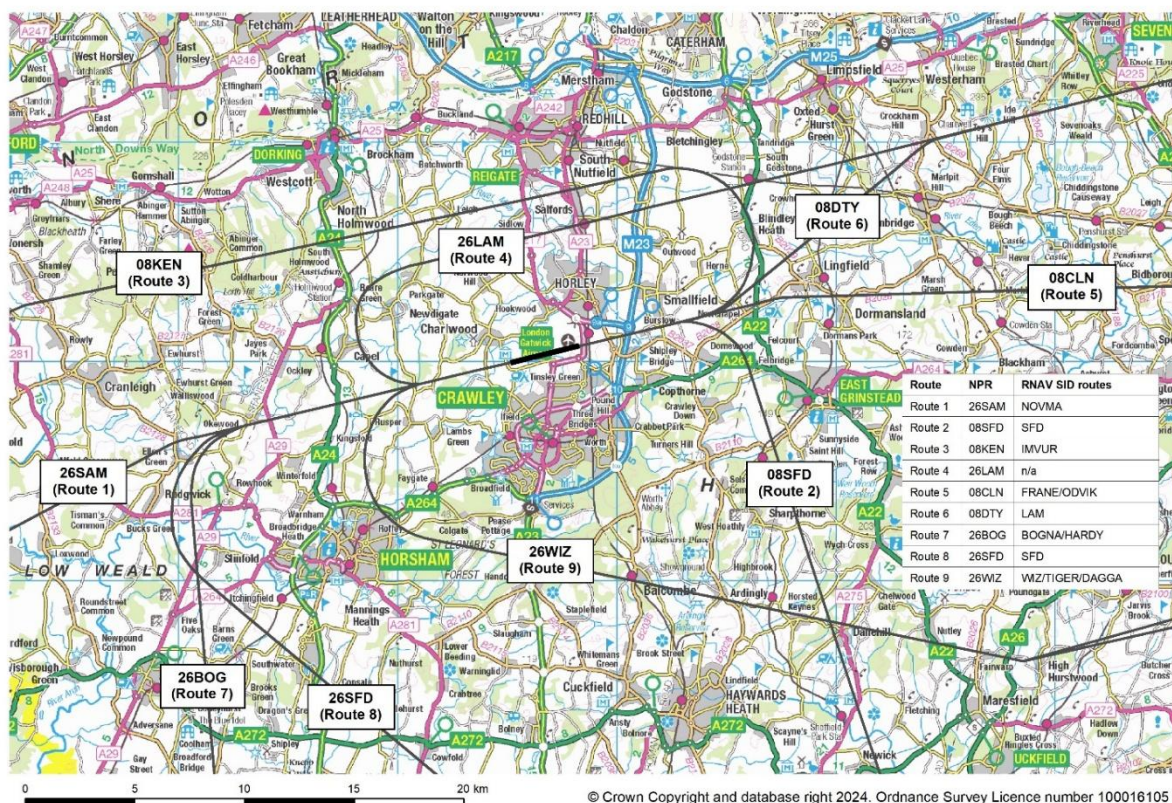
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1 Introduction

1.1 Background to this Consultation Strategy and Airspace Change Proposal

- 1.1.1 Gatwick Airport Limited (hereafter referred to as London Gatwick) is undertaking an airspace change proposal (ACP) to reintroduce satellite-based navigational procedures for Route 4.
- 1.1.2 Route 4 is one of the nine Standard Instrument Departure (SID) routes for aircraft taking off from London Gatwick. It applies to aircraft taking off to the west from Runway 26L – the Main Runway at London Gatwick – but ultimately heading east on their journey. Soon after take-off, aircraft flying Route 4 turn 180 degrees northwards and head east, flying in the vicinity of South Holmwood, Leigh, Redhill and Reigate before flying on towards their final destination.

Figure 1 – Map showing all nine of London Gatwick's SID routes from its Main Runway (and their associated NPRs)



- 1.1.3 The introduction of satellite-based navigational procedures for Route 4 reflects a wider, government-led drive to modernise aircraft navigation performance and phase out conventional forms of navigation which date back to the 1950s. For London Gatwick, this has meant introducing satellite-based navigation

procedures on all of the arrival and departure routes from its Main Runway so that aircraft can use the new technology to replicate the existing (or conventional navigation) route positions.

- 1.1.4 All of London Gatwick's arrival routes and Main Runway departure routes other than Route 4 have successfully adopted the new navigation procedures. However, the introduction of satellite-based navigational procedures for Route 4 has been subject to regulatory and legal challenge since its original introduction in 2013. Further information on the history of Route 4 is provided in Section 1 of the Main Consultation Document associated with this public consultation.
- 1.1.5 Following the outcome of a legal challenge and subsequent withdrawal of satellite-based navigational procedures on Route 4 in 2019, London Gatwick has undertaken extensive work to progress an ACP to reintroduce satellite-based navigational procedures on Route 4 and address the issues identified via the legal challenge. This ACP is essential because the ground-based infrastructure which supports conventional navigation is being gradually phased out as part of a national modernisation programme.
- 1.1.6 In addition to the navigational standard upgrade, this ACP also aims to bring about additional benefits such as:
- improvements to aircraft and passenger safety;
 - delivering targeted noise reduction for communities by avoiding built up areas and providing opportunities for wider track dispersal and relief;
 - limiting and seeking to reduce, where possible, the environmental impact on local communities; and,
 - providing better long-term predictability of flight paths and greater compliance with the Noise Preferential Route (NPR).
- 1.1.7 The Civil Aviation Authority (CAA) – the UK's independent aviation regulator – has responsibility for deciding whether to approve changes to the design of airspace in the UK.
- 1.1.8 Proposals to change airspace design must follow a detailed process as set out in the CAA's [*CAP1616: The Process for Changing the Notified Airspace Design*](#), (known as CAP1616¹), which was originally published in December 2017, with the latest version coming into effect on 2 January 2024. This document and the overall airspace change process is published and overseen by the CAA.
- 1.1.9 Effective engagement and consultation with stakeholders and communities is a vital part of the airspace change process. CAP1616 requires the change sponsor

¹ CAP1616: The Process for Changing the Notified Airspace Design (<https://www.caa.co.uk/CAP1616v5>)

– the body bringing forward an Airspace Change Proposal (in this case London Gatwick) – to engage stakeholders and the wider public at key stages of the process to explain the proposed changes and gather feedback.

1.1.10 As part of Stages 1 and 2 of the process, London Gatwick engaged community representatives and industry stakeholders to agree and test the Design Principles underpinning the options for the future operation of Route 4. Based on those Design Principles, London Gatwick developed a shortlist of options for the future of Route 4. Further information on London Gatwick's Stage 1 and 2 engagement is provided in [Section 1.5](#) of this Consultation Strategy.

1.1.11 Stage 3 is where the change sponsor prepares and launches its formal public consultation. This consultation allows the change sponsor to gather information and to understand views about the impact of its ACP and make informed decisions about the proposals ahead of their formal submission at the end of Stage 4.

1.2 The scope and purpose of this Consultation Strategy

1.2.1 The purpose of this Consultation Strategy is to explain how London Gatwick will undertake Stage 3 public consultation on this ACP in accordance with the requirements of CAP1616. The Strategy outlines its approach to consultation and how it intends to engage and gather feedback from stakeholders and communities potentially impacted by this ACP.

1.2.2 Paragraph 3.26 of CAP1616 states that the Consultation Strategy must include and/or achieve certain outcomes. The table below provides a summary of the requirements of CAP1616 and where within this Consultation Strategy these requirements are met.

CAP1616 Requirement	Where this requirement is met within this Consultation Strategy
Identifies which stakeholders are likely to be impacted, positively or negatively	Section 3 – Audience identification
Explains what stakeholders' information needs are and, where appropriate, considers any seldom heard audiences	Section 3.4 – Seldom heard audiences Section 3.5 – Information needs of stakeholders
Details how the change sponsor will inform different audiences of the consultation and what opportunities those audiences will have to engage and respond	Section 4 – Awareness raising Section 8.2 – How to respond 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 3 – Audience identification Section 4 – Awareness raising
Considers whether individual properties need to be contacted, or that sets out other reasonable methods of reaching communities	Section 3 – Audience identification Section 4 – Awareness raising
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 6 - When the consultation will take place
Includes an indicative timetable of associated consultation activities	Section 6 - When the consultation will take place
Explains what steps will be taken to generate an appropriate level of participation and respond to unexpected events and challenges	Section 8.3 – How London Gatwick will encourage responses
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 7 - Consultation materials
Sets out how the change sponsor will use the most up-to-date and credible, clearly referenced sources of data, with modelling carried out in line with relevant best practice	Section 7.3 – Data sources
Should set out how the supporting materials will be developed to suit a range of audiences	Section 7 - Consultation materials

1.2.3 London Gatwick aims to provide a fair, open and transparent consultation as required by CAP1616. This Consultation Strategy also provides information on:

- **where** London Gatwick is in the airspace change process, and the regulatory context within which this ACP is being brought forward;
- **who** London Gatwick has identified as being potentially impacted by this ACP, and how it intends to reach them to ensure they have the opportunity to understand and respond to the proposals;
- **what** information London Gatwick will present during the consultation to help interested parties to understand this ACP, which is presented in a clear and accessible way;
- **when** the consultation will take place, including the activities London Gatwick will undertake to raise awareness of the consultation and the ways in which interested parties will be able to take part and ask questions;
- **how** interested parties and stakeholders can provide feedback as part of the consultation, including the channels and deadline for doing so; and

- **the next steps** London Gatwick will undertake following the close of the consultation, including the process via which it will consider and report on the feedback received and how this will inform the final proposals.

1.2.4 This Strategy also provides a summary of the engagement activity previously undertaken during Stages 1 and 2 of the process for this ACP, as outlined in Section 1.5.

1.2.5 This Consultation Strategy has been informed by discussions with the CAA.

1.3 The process London Gatwick is following

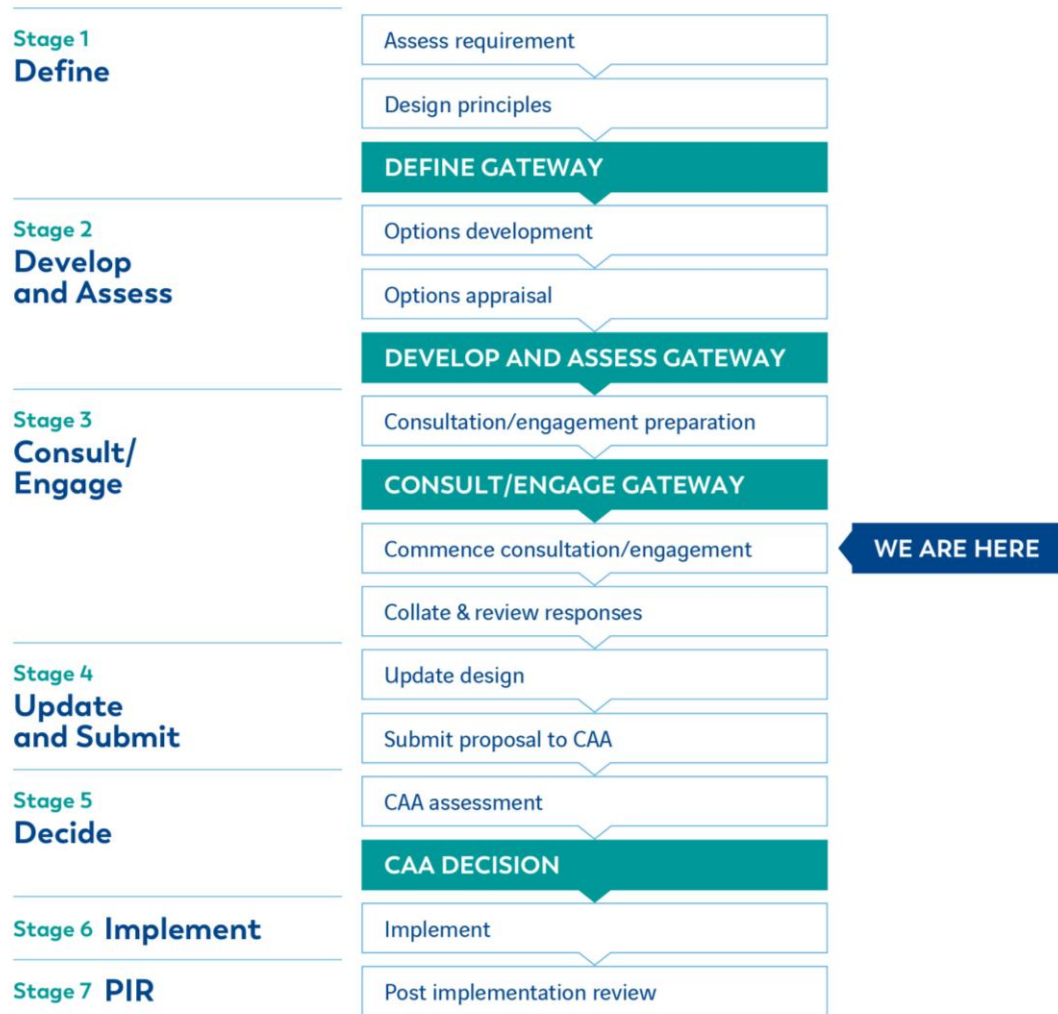
1.3.1 Proposals to change airspace design must follow a detailed process as set out in the CAA's [CAP1616: The Process for Changing the Notified Airspace Design](#), (known as CAP1616²). This Consultation Strategy has been developed and planned in line with the fifth edition of this document, which came into effect on 2 January 2024.

1.3.2 The CAA evaluates the progress of every ACP through a series of stages and gateway assessments. At each gateway assessment, the ACP sponsor must satisfy the CAA that it has followed the process correctly and met all the requirements before it can move to the next stage. At the end of the process, the CAA makes a decision on whether the proposed changes can be implemented.

1.3.3 The diagram below provides an overview of the airspace change process, as defined by CAP1616.

² CAP1616: The Process for Changing the Notified Airspace Design (<https://www.caa.co.uk/our-work/publications/documents/content/cap1616/>)

Figure 2 – Overview of the airspace change process



1.4 London Gatwick's work to date on this ACP

- 1.4.1 In February 2020, London Gatwick completed Stage 1, where it established the need for airspace change and identified and engaged a range of stakeholders to develop and agree the Design Principles underpinning this ACP.
- 1.4.2 In July 2022, London Gatwick completed Stage 2, where it created initial design concepts, refined them with stakeholder feedback, evaluated each option against the Design Principles from Stage 1 and performed an Initial Options Appraisal (IOA) to illustrate the benefits of each option.
- 1.4.3 London Gatwick is now at Stage 3, where it has planned and will deliver a public consultation on its shortlisted options to gather further feedback from stakeholders and the wider public.

- 1.4.4 The table below provides further detail on the stages London Gatwick has undertaken to date as part of this ACP, providing links to previous submission documents where appropriate.

Table 1 – Summary of the activity undertaken to date for this ACP

Airspace Change Stage	Summary of Activity	Further Information
Stage 1	<p>Stage 1 requires the change sponsor to submit a Statement of Need to the CAA to provide a formal explanation as to why it needs to change the airspace.</p> <p>Stage 1 also requires the change sponsor to engage representative stakeholders to develop a series of Design Principles to underpin the development of options.</p> <p>In December 2018, London Gatwick submitted a Statement of Need and the CAA indicated that an airspace change was appropriate in order to achieve the objectives set out within this document.</p> <p>Between March and July 2019, London Gatwick developed a set of Design Principles with input from identified stakeholders, including relevant airlines and the wider aviation industry, local authorities and public officials, and environmental and campaign groups.</p> <p>The aim of the Design Principles is to provide a means of analysing the impact of different design options and a framework for choosing between or prioritising options.</p> <p>The final Design Principles outlined within London Gatwick's Stage 1 submission to the CAA were given a priority order, as this will help with the comparison of different design options developed at Stage 2 of the process.</p>	<p>Statement of Need</p> <p>Assessment meeting minutes</p> <p>Design Principles Report</p>
Stage 2	<p>Stage 2 requires the change sponsor to develop a comprehensive list of options that address the Statement of Need and that align with the Design Principles from Stage 1.</p> <p>The change sponsor must then carry out an initial appraisal of each option and re-engage with</p>	<p>Design Principles Evaluation</p> <p>Initial Options Appraisal</p>

	<p>representative stakeholders to gather feedback on how the route options perform against the Design Principles.</p> <p>In July 2022, initial design concepts (or route options) were created, and each option was evaluated against the Design Principles from Stage 1 as part of a Design Principles Evaluation to understand the benefits and impacts of each option.</p> <p>Eight route options were presented to the same set of stakeholders engaged during Stage 1, alongside Option A, which follows the path over ground of the nominal track of the existing conventional procedure as closely as possible, as the 'do minimum' option.</p> <p>In October 2022, London Gatwick completed an Initial Options Appraisal (IOA) of each of the viable route options identified. Each option was considered against the 'do minimum' scenario to understand the impacts. The IOA contains qualitative assessments of the different route options to highlight to stakeholders and the CAA the relative differences between the impacts, both positive and negative of each option.</p> <p>At the end of Stage 2, London Gatwick's shortlist included four designs to be considered during the Stage 3 public consultation.</p>	
Stage 3	<p>At Stage 3, the change sponsor is required to carry out a Full Options Appraisal (FOA) on the shortlisted route options. The FOA builds on the IOA by undertaking, where possible, a qualitative and quantitative appraisal of each option which has progressed from Stage 2.</p> <p>The change sponsor must also prepare for and launch a public consultation to gather feedback from stakeholders and the wider community about the route options presented. This feedback helps the change sponsor make informed decisions about the proposals ahead of its formal submission at the end of Stage 4.</p> <p>This is the stage London Gatwick is at now.</p>	<p>Consultation Document</p> <p>Full Options Appraisal</p>

1.5 London Gatwick's engagement activity to date for this ACP

- 1.5.1 Effective engagement and consultation with stakeholders and communities is a vital part of the airspace change process. Following the previous attempts to introduce satellite-based navigation procedures for Route 4, London Gatwick has engaged local stakeholders and community representatives as part of Stage 1 and 2 of this ACP to support the development of new options which address the historic challenges identified. Further information on the historic challenges associated with Route 4 can be found in Section 1 of the Main Consultation Document.
- 1.5.2 Further information on the engagement activity undertaken to date by London Gatwick as part of this ACP is set out below. A more detailed history of London Gatwick's engagement activity to date for this ACP is provided in Section 2 of the Main Consultation Document.

Stage 1 – Design Principles Engagement

- 1.5.3 In March 2019, London Gatwick identified relevant stakeholders – including community representatives, airline representatives, aviation stakeholders, councils, public officials, environmental groups and campaign groups – to engage with as part of Stage 1. The full list of the organisations invited to participate in the development of Design Principles are recorded in Appendix 1 of the Stage 1 Design Principles Report, which linked in Table 1.
- 1.5.4 Stage 1 engagement began in March 2019, with the distribution of a questionnaire to all identified stakeholders seeking their views on several topics related to this ACP.
- 1.5.5 A series of three focus groups was held in May 2019, which gave identified stakeholders the opportunity to share their views on the Design Principles that should be adopted for this ACP. Details of the dates and attendees of each focus group are set out in the Stage 1 Design Principles Report, which is linked in Table 1.
- 1.5.6 The discussions and feedback received via the focus groups helped London Gatwick to derive a comprehensive longlist of potential Design Principles. The longlist was subsequently refined by listening to the priorities and concerns expressed by stakeholders.
- 1.5.7 The shortlist was then reviewed by stakeholders during the second round of engagement, known as the Design Principles Review. As part of this phase of

engagement, stakeholders were invited to comment on the shortlist over a six-week period between June and July 2019.

- 1.5.8 Details of the review document, the responses received and how they affected the development of the final list of Design Principles is set out in the Stage 1 Design Principles Report, which is linked in Table 1.

Stage 2 – Initial Options Engagement

- 1.5.9 In October 2019, Stage 2 engagement commenced with two design workshops held in October and November 2019, involving the same stakeholders engaged as part of Stage 1. At the design workshops, stakeholders were presented with the proposed design options (as they were at the time) and asked for feedback. Feedback was collated and summarised along with comments about how stakeholders felt about each option.
- 1.5.10 In 2020, the CAA issued a Report of the Decision on the Post Implementation Review of the 2012 Route 4 airspace change proposal, published as CAP1912. Following the release of CAP1912 by the CAA, the airspace change process was temporarily paused while further discussion was undertaken with the CAA regarding the baseline for this ACP. In addition, new options were generated in August 2021 from the feedback received from stakeholders during Stages 1 and 2. Key outcomes from this included the following:
- 'Option 0' became a stand-alone option (rather than the defined baseline) following clarification from the CAA that the temporary RNAV procedure (2016) could not be used as a baseline for comparative purposes; and
 - 'Option 7 New' replaced 'Option 7', ensuring that aircraft do not turn below 1,500ft. In addition, and following stakeholder feedback, the new option was designed to laterally avoid the village of Beare Green by providing a more concentrated track between Beare Green and Capel.
- 1.5.11 In January and February 2022, stakeholders were invited to attend one of two focus groups held virtually. Stakeholders that had been engaged with as part of Stage 1 of the process and those who had been previously engaged in 2019 were invited. The stakeholder list was also reviewed and updated due to the amount of time elapsed due to the COVID-19 pandemic and local elections.
- 1.5.12 During the focus groups meetings, stakeholders were provided with an update on progress and were presented with the newly amended design options.
- 1.5.13 Following the focus group meetings, stakeholders were issued with a feedback form applicable to Option 7 New (as this is the only option that had significantly changed) and asked to provide feedback. A summary of the responses is

detailed within the Stage 2 Design Engagement Document which is linked in Table 1.

Stage 3 – Consult/Engage (where London Gatwick is now)

- 1.5.14 London Gatwick is now at Stage 3, where it will continue to include those stakeholders engaged during Stages 1 and 2, in addition to the wider community and newly identified stakeholders to gather feedback on this ACP through this public consultation, as described in this Consultation Strategy. Further information on the next steps after this public consultation is provided at [Section 9](#) of this Consultation Strategy.

2 Approach to consultation

2.1 Objectives of this consultation

2.1.1 CAP1616 states that the aim of consultation is to allow stakeholders who may be affected by the ACP, both positively and negatively, to have an appropriate opportunity to comment on proposals based on a reasonable understanding of them.

2.1.2 The foundation of good consultation is adherence to the 'Gunning Principles'. These four principles, established in UK law, set out the legal expectations for what constitutes appropriate consultation. The Gunning Principles state that consultation should:

- occur when the proposals are at a formative stage;
- provide sufficient information to give 'intelligent consideration';
- allow adequate time for consideration and response; and
- give 'conscientious consideration' to the consultation responses before a decision is made.

2.1.3 This document outlines London Gatwick's Consultation Strategy, in accordance with the Gunning Principles and CAP1616 to ensure an effective and productive consultation.

2.1.4 London Gatwick's main objectives for the consultation are:

- to ensure an inclusive consultation that provides the opportunity for communities and stakeholders to learn about this ACP;
- to ensure the information presented is clear, accessible and easy-to-understand for communities and stakeholders;
- to ensure that communities and stakeholders are aware of the potential impacts and benefits of this ACP, such that they can provide informed and considered response;
- to utilise a wide range of consultation methods – including those required by CAP1616 – to ensure that these methods are appropriate and tailored to address the needs of the communities and stakeholders; and
- to provide sufficient and comprehensive information at appropriate times, while being transparent and accessible; and,
- to gather feedback from a wide range of stakeholders to ensure it is able to make informed decision about this ACP.

2.2 What London Gatwick is consulting on

2.2.1 At Stage 2, eight options were presented to stakeholders, alongside Option 0, the 'do minimum option' – formerly the baseline for this ACP, which became a stand-alone option at this stage. Following feedback from representative stakeholders, four options have been shortlisted, all of which meet the agreed Design

Principles (as outlined below) and have been subject to a Full Options Appraisal (FOA), which is presented as part of this public consultation.

- 2.2.2 Design Principle 1 (DP1) is the main priority for London Gatwick and the CAA. As part of the safety requirement, London Gatwick will consider neighbouring airspace procedures to minimise potential conflicts as part of the design process. The numbering of the other Design Principles should not be taken to imply any relative priority.

Table 2 – Design Principles for this ACP

Design Principle	
1	Route 4 options will be designed safely with full regulatory compliance
2	Designs should be built to facilitate dispersion below 7,000ft
3	New Route 4 designs options should give due regard to the historic routings in use prior to the introduction of RNAV routes in 2012
4	Route 4 designs should seek to minimise the adverse impact of noise on previously unaffected populations and seek to reduce the total number of people overflown
5	Designs should seek to minimise the impact of noise on particularly sensitive areas
6	Route 4 designs should enable transition to a vertical profile that allows an efficient, and potentially faster, climb to higher altitudes
7	Designs that seek to provide respite should not overfly previously unaffected populations
8	Route 4 designs should not be constrained by the existing NPR to 4,000ft

- 2.2.3 The table below provides a short description of each of the shortlisted options being consulted on as part of this public consultation. It should be noted that to simplify referencing for the purposes of this public consultation, the four options taken forward to Stage 3 have been renamed (when compared to earlier stages of the process) as set out below. There have been no changes to the design of these options when compared to Stage 2.

- Option A – the ‘do minimum’ option – referred to in Stage 2 as ‘Option 0’
- Option B – referred to in Stage 2 as ‘Option 2’
- Option C – referred to in Stage 2 as ‘Option 4’
- Option D – referred to in Stage 2 as ‘Option 8’.

Table 3 – Summary of shortlisted options being consulted on

Option	Description
Option A – the 'do minimum' option	Option A aims to closely replicate the existing conventional procedure. Aircraft depart straight ahead, then turn at waypoint KKW02, following a path designed to match the conventional route as closely as possible. After the initial turn, aircraft proceed through waypoints KKE09 and KKE11, before routing via ACORN to their destination. This is the only option that retains the ACORN waypoint.
Option B	Option B is based on the previous satellite-based navigation procedure introduced in 2016 but keeping the straight portion after the turn as per the existing conventional procedure, unlike Option D (below). Aircraft follow the same initial departure and turn at waypoint KKW02, then proceed through NEW09 and NEW11 waypoints towards SUNAV.
Option C	Option C introduces as much dispersion in the turn as we can in line with feedback received during Stage 2 of the ACP process. It features three sequential turn points, spaced 400m apart and rotated periodically to vary departure paths. After the chosen turn, aircraft converge at waypoint NEW09 and continue through NEW11 to SUNAV. This option increases variability in flight paths, but this variation will need to take place at pre-agreed periods for safety and operational reasons.
Option D	Option D replicates the satellite-based navigation procedure as published in 2016, including a tighter initial turn at waypoint KKW02 resulting in more pronounced track overshoot. After the turn, aircraft pass through waypoints WPT09 and WPT11, then adjust left at KKE15 before heading to SUNAV. The route tracks further south than other options.

3 Audience identification

3.1 Stakeholder mapping (Stage 1 & 2)

- 3.1.1 In preparation for Stage 1 and 2 engagement, London Gatwick undertook a stakeholder mapping exercise to identify representative stakeholders that are affected by current airport operations and those that could be affected by any proposed changes to Route 4.
- 3.1.2 Stakeholders identified at this stage included aviation stakeholders and airlines, local authorities and public officials, and environmental and campaign groups – including seven local authorities, 17 town and parish councils, and the Surrey Hills Area of Outstanding Natural Beauty (AONB). The full list of the organisations invited to participate in the development of Design Principles are recorded in Appendix 1 of the Design Principles Report.
- 3.1.3 Most stakeholders that were identified or engaged with during Stage 1 and 2 have been carried forward into our Stage 3 stakeholder database, which is provided at Appendix 1 of this Consultation Strategy. Where stakeholders engaged during Stage 1 and 2 are not included in our Stage 3 stakeholder database, rationale for their exclusion is provided at Appendix 2 of this Consultation Strategy.

3.2 Additional stakeholder mapping (Stage 3)

- 3.2.1 In preparation for this public consultation, London Gatwick has undertaken further research to identify stakeholders and community representatives that may be interested in or affected by this ACP. This has included further research to identify seldom heard or hard-to-reach audiences that might not otherwise engage or respond to a consultation of this kind.
- 3.2.2 Where new stakeholders have been identified, these have been added to the stakeholder database.
- 3.2.3 Appendix 1 provides a complete list of all stakeholders that will be engaged during Stage 3. Where new stakeholders have been added following Stages 1 and 2, rationale for their inclusion is provided.
- 3.2.4 London Gatwick will correspond directly with all stakeholders identified in Appendix 1 to make them aware of the public consultation and invite their feedback. Further information on how London Gatwick will raise awareness of the consultation is set out in [Section 4](#) of this Consultation Strategy.

3.3 Assessment of impact on stakeholders

- 3.3.1 CAP1616 states that the change sponsor's Consultation Strategy must identify which stakeholders are likely to be impacted, positively or negatively by the ACP.
- 3.3.2 All route options associated with this public consultation are located within an area of highly constrained airspace and are considered to be broadly comparable to the existing operation of Route 4. As a result, there is anticipated to be no change in terms of impact on existing airspace users.
- 3.3.3 More broadly, London Gatwick Airport would not like to assume whether stakeholders or communities will perceive the proposals positively or negatively in advance of receiving consultation feedback. However, to satisfy this requirement of CAP1616, London Gatwick has considered the levels of impact on communities and stakeholders when determining the consultation zones described below, and in particular when creating the zones for new stakeholders (as detailed in [Section 3.4](#)).
- 3.3.4 The table below provides a high-level analysis of how the different options presented in this public consultation may differ from one another from the perspective of communities and stakeholders located in the vicinity of each option. This analysis is indicative only and does not seek to predict how specific communities or stakeholders will respond to the consultation.

Table 4 – Indicative perceived community impacts of each option

Option	Indicative Perceived Community Impact
Option A – the 'do minimum option'	This option follows the path over ground of the nominal track of the existing conventional procedure. As a result, no significant new impacts are anticipated for communities.
Option B	This option has a slightly tighter turn than the current conventional navigation procedure, meaning that it does not go as far west. This may result in a change in impacts for the communities of Capel and Beare Green.
Option C	This option has three different paths for aircraft to use on the turn. All three paths merge following the turn and aircraft continue eastwards. The track flown is nearly identical to that of Option B. As a result, this option may result in a change in impacts for the communities in Capel and Beare Green.
Option D	This option has the tightest turn of the four options, taking the aircraft further south of Reigate than the other three options and the current conventional route. This option may result in a change in

impacts for communities in Capel, Beare Green, Parkgate and Salfords.

3.4 Identifying new stakeholders

- 3.4.1 This consultation is open to all with an interest in this ACP, including those who are, or who feel, directly or indirectly impacted or who have a view that they would like to be considered.
- 3.4.2 As previously noted, London Gatwick Airport would not like to assume whether stakeholders or communities will perceive the proposals positively or negatively in advance of receiving consultation feedback. However, it is recognised that certain route options may results in perceived impacts – either positive or negative – on certain stakeholders and communities, when compared to the existing operation of Route 4.
- 3.4.3 While the technical assessment of these impacts is provided elsewhere in the consultation documentation, they have been considered as part of the stakeholder mapping and audience definition. The overarching aim is to ensure all potentially affected individuals and groups are given the opportunity to engage, regardless of whether they are likely to view the proposals favourably or unfavourably.
- 3.4.4 Accordingly, to ensure that consultation activity is appropriately targeted towards those living, working or otherwise using the areas likely to be most affected by this ACP, London Gatwick has employed a zoning system to identify additional stakeholders and members of the public that have not been engaged with as part of Stage 1 or 2 of the process. The mapping of these zones has been informed by an assessment of the potential impacts of each of the options on communities and the noise contours generated within the Full Options Appraisal (FOA) with additional buffer areas having been applied as outlined in the table below.

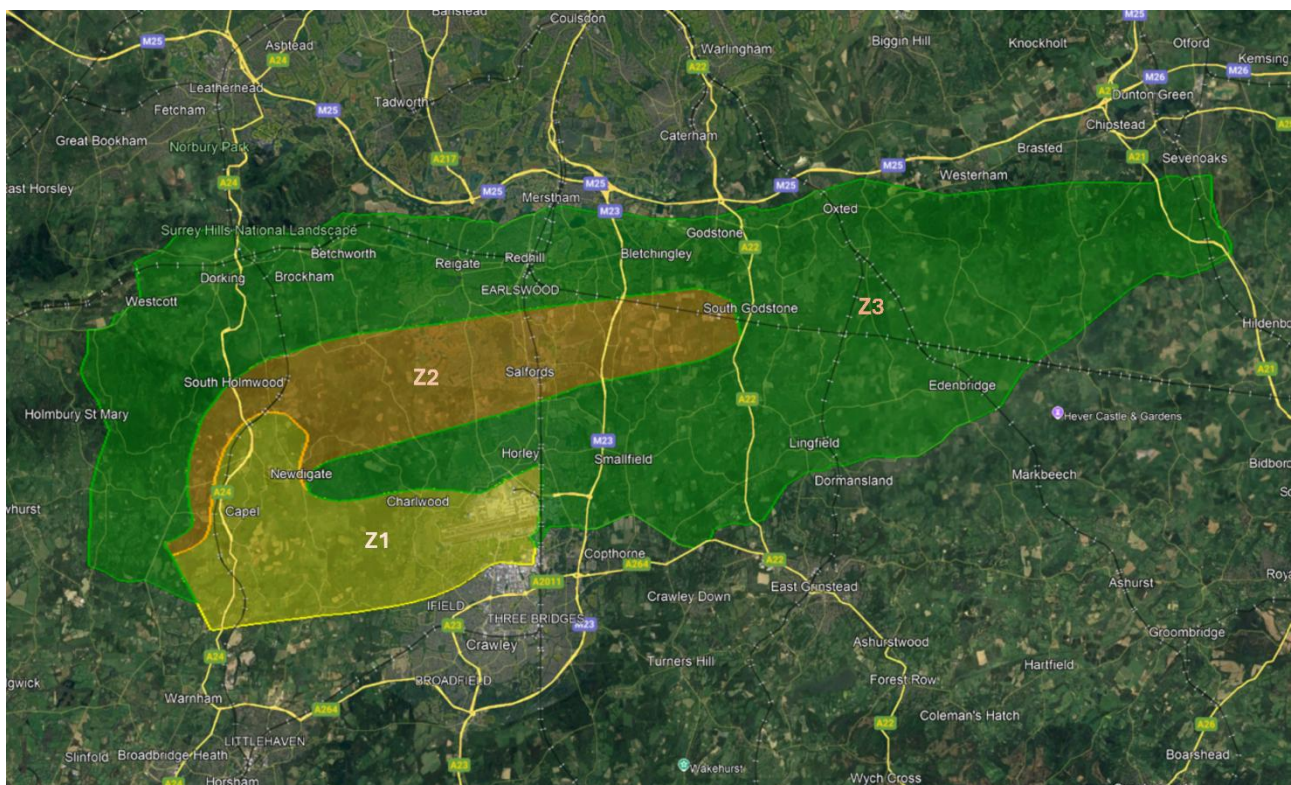
Table 5 – Zoning systems for identifying new stakeholders

Zone	Definition
Zone 1 (Z1)	Zone 1 represents the worst-case area covered by $L_{Aeq, 16h}$ and $L_{Aeq, 8h}$ noise contours for the baseline route and the four proposed ACP options for Route 4. This accounts for areas that experience average noise levels of 51dB or higher between 07:00 and 23:00 and/or average noise levels of 45dB or higher between 23:00 and 07:00. The daytime contours were modelled assuming the 20-year (2004-2023) average runway modal split of 75% west / 25% east. For night, runway data prior to 2014 were not available, thus the 10-year (2014-2023) average runway modal split of 71% west / 29% east

	was used. In the event that only part of a postcode area is covered by the LAeq, 16h or LAeq, 8h noise contours, the whole postcode area has been considered as being contained within the Zone boundary. This area comprises 5,200 residential and business addresses.
Zone 2 (Z2)	Zone 2 represents the area covered by N65 day noise contours and N60 night noise contours which are not already covered by Zone 1. This accounts for areas that experience 20 or more aircraft noise events that exceed 65dB between 07:00 and 23:00 and/or 10 or more aircraft noise events that exceed 60dB between 23:00 and 07:00. In the event that only part of a postcode area is covered by the N65 or N60 noise contours, the whole postcode area has been considered as being contained within the Zone 2 boundary. This area comprises 6,130 residential and business addresses.
Zone 3 (Z3)	Zone 3 represents the area which is otherwise potentially affected by our ACP based on current and historical data on Route 4 overflight. This area comprises 75,314 residential and business addresses.

3.4.5 These zones are depicted in Figure 3 with Zone 1 shaded yellow, Zone 2 shaded orange and Zone 3 shaded green.

Figure 3 – The three consultation zones



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3.4.6 London Gatwick will publicise the consultation to Zone 1 and 2 via the distribution of a newsletter delivered directly to individual addresses. The newsletter will

provide information on this ACP and the key consultation activities. The newsletter will also provide contact details, so interested persons can request further information or assistance.

3.4.7 In addition to the newsletter, a wide range of measures will be employed to ensure that all parties are made aware of the consultation, including via the Citizen Space consultations hub, local newspaper advertisements, press releases to relevant local media, social media advertising, engagement with community representatives, and posters on community noticeboards, where appropriate.

3.4.8 The table below provides an overview of the methods of publicising the consultation to the three consultation zones.

Table 6 – Overview of methods for publicising the consultation

Consultation zone	Newsletter (individual addresses)	Posters (key locations)	Press release	Newspaper adverts	Social media	Council newsletters
Zone 1	✓	✓	✓	✓	✓	✓
Zone 2	✓					
Zone 3	✗					

3.4.9 Further detail on the approach to publicising the consultation is provided in Section 4 of this Consultation Strategy.

3.5 Seldom heard audiences

3.5.1 London Gatwick is committed to ensuring this consultation is accessible to all members of the community, including under-represented or seldom heard groups and individuals who may be less likely to participate in or respond to traditional consultation techniques.

3.5.2 As outlined in Paragraph 3.26 of CAP1616, it is a requirement that the change sponsor's Consultation Strategy consider any seldom heard audiences of relevance to its ACP.

3.5.3 To satisfy this requirement, London Gatwick has undertaken desktop research to identify seldom heard and hard-to-reach audiences that may have an interest in this ACP. These audiences are outlined in the table below, along with a description of how London Gatwick will facilitate their involvement in the consultation process.

Table 7 – Approach to engagement with seldom heard audiences

Group / demographic	Description / nature of barrier to engagement	How London Gatwick will facilitate their involvement
Older people	<p>Over 65s who could be considered as digitally excluded (i.e. lacking ability to access or utilise effectively digital technologies and the internet).</p> <p>This demographic constitutes 18% of the population of the consultation area (Zones 1, 2 and 3) according to the 2021 Census.</p>	<p>London Gatwick will employ tailored means of communication for these groups to ensure that interaction with the consultation is as unrestricted as possible.</p> <p>This will be achieved through publication of adverts in local newspapers and the establishment of deposit locations for the dissemination of physical materials.</p> <p>London Gatwick will issue direct mailings those living in Zone 1 and Zone 2 of the consultation area to make them aware of the consultation.</p> <p>London Gatwick will encourage consultation responses from this group by providing the option of submitting paper responses through postal services and at designated deposit locations.</p> <p>A phonenumber will be provided to enable this group to ask questions and/or request support in responding to the consultation.</p>
People with learning disabilities	<p>This includes persons with conditions like dyslexia and visual processing disorder – representing approximately 2% of the population in the UK.</p> <p>This group may encounter difficulties comprehending language and materials, potentially impeding their engagement in the consultation process.</p>	<p>The consultation materials will provide a clear user journey and use a consistent, simple layout that is easy to follow.</p> <p>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.</p> <p>Large-print versions of the materials will also be available on request. The</p>

		<p>content produced will be web-reader accessible.</p> <p>Where possible, in-person consultation events will include a dedicated quiet space for those who need it so that there is an equal opportunity for all attendees to engage.</p> <p>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.</p>
People with physical disabilities	<p>Representing approximately 16% of the population in the local area (compared to a UK average of 17%) this group may have difficulty in accessing certain elements of the consultation (e.g. public exhibition events).</p>	<p>London Gatwick will issue direct mailings those living in Zone 1 and Zone 2 of the consultation area to make them aware of the consultation. Approximately 16% of those living in Zone 1 or 2 have a physical disability.</p> <p>All in-person consultation events will be held at accessible venues (e.g. ground floor, wheelchair access, parking and public transport accessible, etc.).</p> <p>London Gatwick will also host a series of webinars and exhibit the proposals on Citizen Space to enable this group to engage with the consultation without needing to attend one of the in-person events.</p> <p>London Gatwick will encourage responses from this group by providing the option of submitting a response online via Citizen Space, or if preferred paper responses can be provided through postal services and at designated deposit locations.</p> <p>Contact channels (e.g. phonenumber, email) will be provided to enable this group to ask questions and/or request</p>

		support in responding to the consultation.
Ethnic minorities	Census data indicates that 6% of the population within the consultation area speak a language other than English as their main language. There is a prevalence of Romanian, Portuguese and Polish speakers, in addition to native English speakers.	<p>London Gatwick will issue direct mailings those living in Zone 1 and Zone 2 of the consultation area to make them aware of the consultation.</p> <p>London Gatwick will add a translation panel to the consultation materials that informs those persons how and where they can request a translated version of the materials.</p> <p>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.</p>

- 3.5.4 In preparing this Consultation Strategy, London Gatwick has also contacted the relevant local authorities for this ACP to identify specific groups and organisations that represent seldom heard audiences in the local community. Where additional groups or organisations have been identified in this regard, these have been added to the stakeholder database provided at Appendix 1.
- 3.5.5 London Gatwick will correspond directly with all stakeholders identified in Appendix 1 to make them aware of the public consultation and invite their feedback. In the case of organisations representing seldom heard audiences, London Gatwick will request their support in cascading information to the persons they represent via their existing communications channels.
- 3.5.6 London Gatwick will also work with local authorities and organisations representing seldom heard individuals to ensure consultation activity and materials are presented in a way that allows them to engage. This could include, for example, alternative format materials, advertisements in specific publications, or additional support for those who cannot travel, have limited or no internet access, or who need help to read and understand documents.
- 3.5.7 London Gatwick will also provide a range of communications channels for anyone seeking information or answers to their questions about this ACP. This will include a freephone information line, a freepost address and email address; all of which will be routinely monitored.

3.6 Information needs of stakeholders

- 3.6.1 For the consultation to be effective, those who are consulted should be able to base their views on a reasonable understanding of the proposal, clear information about what is proposed, and the potential impact of the changes on them.
- 3.6.2 London Gatwick recognises that airspace change is a complex topic and has made efforts throughout Stage 1 and Stage 2 to ensure all stakeholders understand the procedure that is being described. As part of Stage 3, London Gatwick will ensure that communities and stakeholders are given clear and accessible information to help them understand the proposed changes and provide informed responses.
- 3.6.3 London Gatwick will engage stakeholders via a range of online and offline methods, including direct mailings, public exhibitions, webinars and Citizen Space. This will provide communities and stakeholders with a wide range of opportunities to learn about and understand this ACP and how it may impact them.
- 3.6.4 To ensure the consultation is suited to the needs of all persons with an interest in this ACP, London Gatwick will produce a suite of material with different levels of technical information to respond to consultees' differing interest and levels of knowledge. The consultation materials will provide a clear user journey and use a consistent, simple layout that is easy to follow. Further detail on our approach to the production of the consultation materials is provided in [Section 7](#) of this Consultation Strategy.
- 3.6.5 The consultation will run for a 14-week period from 20 January 2026 until 11.59pm on 28 April 2026. The duration of the consultation exceeds the minimum requirements and is considered to provide sufficient time for stakeholders to respond. Further detail on the length of the consultation is provided in [Section 6](#) of this Consultation Strategy.
- 3.6.6 During the consultation, London Gatwick will provide a range of communication channels – including a freephone line, email address, and freepost address – to answer any requests for clarification from communities or stakeholders.

4 Awareness raising

4.1 How London Gatwick will publicise the consultation

- 4.1.1 A wide range of measures will be employed by London Gatwick to ensure that communities and stakeholders – including those identified in [Section 3](#) of this Consultation Strategy – are made aware of the public consultation. These measures are outlined in the table below.

Table 8 – Methods and channels for raising awareness of the consultation

Method / channel	Detail
Direct newsletter mailings	<p>A newsletter will be issued via post shortly prior to the launch of the consultation to those living and working in Zone 1 and Zone 2 of the consultation area, as described in Section 3.2.</p> <p>The newsletter will provide information on this ACP and key information regarding the consultation activities. The newsletter will also provide the project team contact details and a link to Citizen Space so interested persons can request further information or assistance.</p>
Stakeholder notifications	<p>To make identified stakeholders aware of the consultation and how they can respond, London Gatwick will send email notification to all stakeholders identified in the stakeholder database (Appendix 1) prior to the start of the consultation.</p> <p>A further email will be issued at the mid-point of the consultation and again, around two weeks in advance of the close of the consultation, to remind stakeholders to respond in advance of the feedback deadline.</p>
Newspaper adverts	<p>To ensure the wider public are aware of the consultation and how they can respond, adverts will be placed in the print and online publications listed in Appendix 3.</p> <p>Adverts will be placed at the start and the mid-point of the consultation and will contain information regarding this ACP and the public consultation activities.</p>
Posters	<p>Where possible, posters will be placed on community noticeboards to publicise the consultation. London Gatwick will seek the support of local authorities and community groups to achieve this.</p>
Third-party channels & local authority newsletters	<p>In advance of the consultation, London Gatwick will engage with identified third parties and community representatives to encourage them to raise awareness of the public consultation through their existing communications channels.</p>

	<p>This will include the relevant local authorities, parish and town councils as well as representatives of seldom heard audiences. London Gatwick will provide these organisations with the materials needed (e.g. posters, newsletters) to promote the consultation to the audiences they represent.</p> <p>London Gatwick will seek to advertise the consultation in the following:</p> <ul style="list-style-type: none"> ▪ <i>Our District</i> (Horsham District Council) ▪ <i>Crawley Live</i> (Crawley Borough Council) ▪ <i>Mole Valley Newsletter</i> (Mole Valley District Council) ▪ <i>Reigate and Banstead Borough News</i> (Reigate and Banstead Borough Council) ▪ <i>Tandridge e-newsletter</i> (Tandridge District Council) ▪ <i>In Shape</i> (Sevenoaks District Council) ▪ <i>Kent e-newsletter</i> (Kent County Council) ▪ <i>West Sussex e-newsletter</i> (West Sussex County Council) ▪ <i>Surrey e-newsletter</i> (Surrey County Council)
Media engagement	<p>Shortly prior to the consultation launch, a press release will be issued to the publications listed in Appendix 3. The press release will provide information on our proposals and the public consultation activities.</p> <p>A further press release will be issued around two weeks in advance of the close of the consultation to encourage responses from the public and stakeholders in advance of the feedback deadline.</p> <p>All press releases will be made available via Citizen Space and where appropriate will be linked to via London Gatwick's social media channels.</p>
Social media	<p>London Gatwick will publish posts using the following London Gatwick social media channels before and during the consultation:</p> <ul style="list-style-type: none"> ▪ @Gatwick_Airport on X (formerly Twitter) ▪ London Gatwick on Facebook ▪ London Gatwick on LinkedIn <p>Social media posts will provide information on the consultation activities and signpost people towards Citizen Space where they can find more information.</p>
Citizen Space	<p>Information about the consultation will be made available on Citizen Space at: www.route4acp.co.uk</p> <p>Citizen Space will be updated at regular intervals during the consultation. The consultation will also be signposted on London Gatwick's website.</p>

- 4.1.2 As outlined in [Section 3.5](#), London Gatwick has identified several audiences that are considered seldom heard or hard-to-reach. The table below outlines how London Gatwick will communicate with them about the consultation, and how they can respond.

Table 9 – Approach to communication with identified seldom heard audiences

Group	Communication method	Response method
Older people, including those without internet access	<p>London Gatwick will issue direct mailings those living in Zone 1 and Zone 2 of the consultation zone. Approximately 20% of people living in Zones 1 or 2 are over 65 years old.</p> <p>London Gatwick will place adverts in local newspapers and issue press releases to local media outlets identified in Appendix 3 to help reach this audience.</p> <p>London Gatwick will also contact local support groups (e.g. Age UK, Age Concern) at the launch on the consultation and ask them to cascade information about the consultation to their members via their existing channels.</p>	<p>London Gatwick will make this group aware that they can submit a paper response, if preferred, to the freepost address which will be uploaded to Citizen Space on their behalf.</p> <p>London Gatwick will provide contact channels to enable this group to ask questions and/or request support in responding to the consultation.</p>
People with learning disabilities	<p>London Gatwick will issue direct mailings those living in Zone 1 and Zone 2 of the consultation area.</p> <p>Within Zones 1 and 2, approximately 16% of people are considered disabled under the Equality Act 2010. This includes individuals with learning disabilities.</p> <p>London Gatwick will contact local support groups (e.g. Activity Resource Centre, MyTime Reigate, Mindworks Surrey) at the launch on the consultation and ask them to cascade</p>	<p>London Gatwick will encourage local support groups to coordinate responses to the consultation on behalf of this group.</p> <p>London Gatwick will provide contact channels to enable this group to ask questions and/or request support in responding to the consultation.</p>

	information about the consultation to their members via their existing channels.	
People with physical disabilities	<p>London Gatwick will issue direct mailings those living in Zone 1 and Zone 2 of the consultation area.</p> <p>Within Zones 1 and 2, approximately 16% of people are considered disabled under the Equality Act 2010. This includes individuals with physical disabilities.</p> <p>London Gatwick will contact local support groups (e.g. Crawley Deaf Social Club and SeeAbility Horley) at the launch on the consultation and ask them to cascade information about the consultation to their members via their existing channels.</p>	<p>London Gatwick will encourage this group to respond via Citizen Space.</p> <p>London Gatwick will provide contact channels to enable this group to ask questions and/or request support in responding to the consultation.</p>
People from ethnic minority groups	<p>London Gatwick will issue direct mailings those living in Zone 1 and Zone 2 of the consultation area. Approximately 12% of people within Zones 1 and 2 belong to an ethnic minority group.</p> <p>London Gatwick will contact local community groups (e.g. Gatwick Islamic Centre, Surrey Minority Ethnic Forum and West Sussex Traveller Education Team) at the launch on the consultation and ask them to cascade information about the consultation to their members via their existing channels.</p> <p>London Gatwick will add a translation panel to the consultation materials that informs these groups how and where they can request a translated version of the materials.</p>	<p>London Gatwick will encourage this group to respond via Citizen Space. London Gatwick will use online facilities (e.g., Google Translate) to translate non-English responses.</p> <p>London Gatwick will provide contact channels to enable this group to ask questions and/or request support in responding to the consultation.</p>

5 How consultation will be undertaken

5.1 Overview of approach

- 5.1.1 Some stakeholders will be impacted positively, some negatively and some will not consider themselves impacted at all, although they may have an opinion they wish to express. The consultation will give all those with an interest in this ACP reasonable opportunity to understand and provide considered feedback.
- 5.1.2 Data from the Office for National Statistics (ONS) states that 97% of the UK population have access to the internet, with 80% of households with one adult aged 65 years or over having an internet connection. Online engagement tools will help enable greater reach and allow some audiences to participate who would otherwise not have engaged. This includes seldom heard audiences and time-poor stakeholders.
- 5.1.3 London Gatwick recognises that some stakeholders will prefer face-to-face engagement. Offline engagement can help to focus the approach and target certain stakeholders based on their individual needs. The consultation will feature a blend of offline and online activities to respond to the needs of identified stakeholders and encourage response from the widest possible audience.

5.2 Public exhibitions

- 5.2.1 During the consultation, London Gatwick will host four in-person public exhibition events to enable local residents and stakeholders to view this ACP and speak with members of the project team.
- 5.2.2 Given the proposed changes are likely to impact those communities nearest the airport, public exhibitions will be held in venues in larger settlement areas close to London Gatwick that benefit from good road and public transport access, thereby ensuring they are as accessible as possible to persons living locally.
- 5.2.3 The table below outlines when and where the public exhibitions will take place. Exhibitions will be held at times and dates that allow maximum attendance from members of the public.
- 5.2.4 All venues are considered accessible (e.g. ground floor, wheelchair access, parking and public transport accessible, etc.), and where possible London Gatwick will provide a dedicated quiet space for those who need it so that there is an equal opportunity for all attendees to engage.

- 5.2.5 Changes to the dates or times for the events below will be set out on Citizen Space as far in advance as possible: route4acp.co.uk

Table 10 – Schedule of public exhibitions

Date	Time	Venue
Thursday 12 February 2026	2pm to 8pm	Reigate Manor Reigate Hill, Reigate RH2 9PF
Saturday 7 March 2026	10am to 4pm	Sandman Signature Hotel 18-23 Tinsley Ln S, Three Bridges, Crawley RH10 8XH
Monday 16 March 2026	2pm to 8pm	Donnington Manor Hotel London Rd, Dunton Green, Sevenoaks TN13 2TD
Tuesday 24 March 2026	2pm to 8pm	Denbies Vineyard Bradley Ln, Dorking RH5 6AA

- 5.2.6 Notice of the public exhibitions will be publicised in accordance with the methods detailed in [Section 4](#) of this Consultation Strategy.
- 5.2.7 The events will take a drop-in format with attendees able to freely attend at any point during the event, without need to confirm their attendance in advance.
- 5.2.8 At the public exhibitions, printed copies of the consultation materials will be available – including the Main Consultation Document and feedback form – alongside easy-to-read display boards to ensure the information displayed is accessible to those attending.
- 5.2.9 Technical and non-technical members of the project team will be present to engage face-to-face and answer questions.
- 5.2.10 To encourage responses from attendees, QR Codes will be utilised to sign-post consultees directly to Citizen Space, making it as easy as possible to respond.
- 5.2.11 Any written responses submitted at the events will be transcribed by London Gatwick and uploaded onto Citizen Space.

5.3 Webinars

- 5.3.1 During the consultation London Gatwick will also host six webinar events using video-conferencing software to enable those unable to attend an in-person public exhibition to learn more about this ACP and ask questions.
- 5.3.2 The table below outlines when the webinars will take place. Webinars will be held at times and dates that allow maximum attendance from members of the public.
- 5.3.3 Changes to the dates or times for the webinars below will be set out on Citizen Space as far in advance as possible: route4acp.co.uk

Table 11 – Schedule of webinars

Date	Time	Registration link
Tuesday 10 February 2026	6pm-7pm	https://events.teams.microsoft.com/event/b21641ea-e5b9-4ad5-9992-493f83cd9c84@873b7292-5469-4a05-9740-0332e6cbc72d
Monday 23 February 2026	11am-12pm	https://events.teams.microsoft.com/event/bd4d9bc4-b055-4d25-91d4-6ad8dcfd8aa3@873b7292-5469-4a05-9740-0332e6cbc72d
Wednesday 4 March 2026	7pm-8pm	https://events.teams.microsoft.com/event/739df7fe-4d6f-435f-97af-ebf5f380630f@873b7292-5469-4a05-9740-0332e6cbc72d
Thursday 12 March 2026	6pm-7pm	https://events.teams.microsoft.com/event/bd4526a3-4277-4b4d-8e59-811d3e22a2b9@873b7292-5469-4a05-9740-0332e6cbc72d
Wednesday 18 March 2026	2pm-3pm	https://events.teams.microsoft.com/event/cdc41415-a4ab-4a07-b8ed-a6a6f75678c4@873b7292-5469-4a05-9740-0332e6cbc72d
Thursday 26 March 2026	5:30pm-6:30pm	https://events.teams.microsoft.com/event/a97ba7ea-f3cb-4dd5-8490-30e67729967f@873b7292-5469-4a05-9740-0332e6cbc72d

- 5.3.4 Notice of the webinars will be publicised in accordance with the methods detailed in Section 3 of this Consultation Strategy. Clear instructions will be provided on how to join the webinars for those needing technical assistance.
- 5.3.5 The webinars will include a presentation about our proposals, with the information provided comparable to that which will be available at the in-person public exhibitions.
- 5.3.6 Technical and non-technical members of the project team will be present at the webinars to engage and answer questions.

- 5.3.7 To encourage responses from attendees, London Gatwick will signpost attendees directly to Citizen Space.

5.4 Stakeholder briefings

- 5.4.1 To ensure fairness, London Gatwick will encourage all stakeholders with an interest in this ACP to engage with the consultation via the publicly accessible engagement methods listed in this document. This includes, for example, the public exhibitions and webinars outlined above.
- 5.4.2 Where requests for individual briefings are received, London Gatwick will consider these on a case-by-case basis depending on the needs and interest of the stakeholders involved and their ability to otherwise engage in the publicly accessible engagement methods provided.
- 5.4.3 If, during the consultation, it becomes apparent that there is a need to engage directly with stakeholders beyond those previously identified, London Gatwick will endeavour to do so and take into account those responses gained as part of the consultation process.

5.5 Engagement with seldom heard audiences

- 5.5.1 London Gatwick will seek support from the Voluntary, Community, Faith and Social Enterprise Sector in promoting our consultation among seldom heard communities as outlined in [Section 3.5](#) of this Consultation Strategy.
- 5.5.2 London Gatwick will be flexible in its approach to engaging with seldom heard networks and communities and will accept feedback from organisations representing members to make our consultation as accessible as possible.
- 5.5.3 London Gatwick will engage with local support groups to help widen access to the consultation and encourage participation from those that might typically be excluded from the consultation process.

5.6 Citizen Space

- 5.6.1 The CAA requires the use of an online portal (Citizen Space) as the platform for the Stage 3 Consultation.
- 5.6.2 The Citizen Space consultation hub for this ACP will include information on the proposals, as well as electronic copies of the consultation materials.
- 5.6.3 The Citizen Space hub will also include additional engagement tools aimed at supporting stakeholder's understanding of the route options, including their potential impacts and benefits. This includes a tool to enable stakeholders to

compare and understand the relative noise impacts of each of the route options. This tool will enable stakeholders to search by postcode to see the predicted noise impacts for each option for a specific location.

- 5.6.4 Video content will be developed and hosted on Citizen Space to explain the ACP process, outline the different route options being considered as part of this public consultation, and explain how people can engage in the consultation and provided feedback.
- 5.6.5 A frequently asked questions (FAQ) page will also be developed, uploaded, and updated throughout the consultation period.
- 5.6.6 Previous documents relating to the ACP (including the Stage 1 and Stage 2 submissions) will be available to stakeholders via hyperlinks directing them to the relevant page on Citizen Space.
- 5.6.7 Any written responses submitted to the project team in person will be transcribed by London Gatwick and uploaded onto Citizen Space.
- 5.6.8 All consultation responses will be collected, analysed, and published on Citizen Space. The process via which London Gatwick will review and publish consultation responses is described in [Section 8.4](#) of this document.

5.7 Deposit locations

- 5.7.1 The consultation materials will be made available to view in hard copy (free of charge) at the following deposit locations during the consultation.
- 5.7.2 The venues that have been selected for deposit locations are located in larger settlement areas that benefit from good road and public transport access, thereby ensuring they are as accessible as possible to persons living locally.
- 5.7.3 The opening times of these deposit locations are dependent on and are governed by the organisations that manage them and may be subject to change. London Gatwick will make this clear on any public facing materials that promote the deposit locations.

Table 12 – List of deposit locations

Venue	Address	Opening Hours						
		MON	TUE	WED	THU	FRI	SAT	SUN
Dorking Library	St Martin's Walk, Dorking RH4 1UT	09:30- 17:30	09:30- 19:00	09:30- 17:30	09:30- 19:00	09:30- 17:30	09:30- 17:00	Closed

Reigate Library	Bancroft House, Bancroft Road, Reigate RH2 7RP	Closed	09:30- 17:00	09:30- 17:00	09:30- 17:00	09:30- 17:00	09:30- 17:00	Closed
Horley Library	55-57 Russell Square, Victoria Road, Horley RH6 7QH	Closed	09:30- 17:00	09:30- 17:00	09:30- 17:00	09:30- 17:00	09:30- 17:00	Closed
Edenbridge Library	The Eden Centre, Four Elms Road, Edenbridge TN8 6BY	09:00- 13:00	09:00- 17:00	09:00- 17:00	09:00- 17:00	13:00- 17:00	10:00- 15:00	Closed

5.7.4 Notice of the deposit locations will be publicised in accordance with the methods detailed in [Section 4](#) of this Consultation Strategy.

5.7.5 Feedback forms and freepost envelopes will also be available at the deposit locations to enable consultation responses to be made by the public at that location. These responses will be transcribed and uploaded by London Gatwick to Citizen Space.

5.8 Media engagement

5.8.1 London Gatwick will engage with local media in advance of the public consultation launch to ensure they are aware, have background information, and can publicise the consultation as appropriate.

5.8.2 Key milestones in the public consultation will be marked by press releases containing information about this ACP and the public consultation.

5.8.3 Appendix 3 provides a list of the local media outlets London Gatwick will issue press releases to.

5.8.4 All press releases will be made available on Citizen Space and will be linked to via London Gatwick's social media channels where appropriate.

5.9 Social media engagement

5.9.1 Social media activity will help London Gatwick broaden the reach of the consultation to those who might not otherwise engage.

5.9.2 London Gatwick will develop a social media content plan and a range of social media assets to ensure a regular drumbeat of information regarding this ACP is made available via social media.

- 5.9.3 London Gatwick will run three separate paid-for social media adverts throughout the campaign, with regular organic content alongside them. Paid-for Meta adverts will target postcodes within the three consultation zones, while organic content capitalise on London Gatwick's existing follower base on Facebook, X, and LinkedIn, raising awareness across key geographical and interest-based audiences.
- 5.9.4 Information regarding public consultation events will also be published on social media to encourage attendance at the events. Other updates, including reminders of the close of the consultation will also be published to help encourage responses before the feedback deadline.

6 When the consultation will take place

- 6.1.1 The consultation will run for a 14-week period from 20 January 2026 until 23:59 on 28 April 2026. The duration of the consultation exceeds the minimum required and is considered sufficient for stakeholders to understand this ACP and respond with considered feedback.
- 6.1.2 A deadline for responses to the consultation will be set as 23:59 on 28 April 2026, although postal responses will be accepted up to three working days after this deadline. Responses received after this date may not be taken into consideration.
- 6.1.3 The diagram below provides an illustration of the key consultation activities and milestones:

Figure 4 – Key consultation activities and milestones



6.2 Contingency planning

- 6.2.1 While this consultation has been carefully prepared to ensure successful delivery, unexpected events can arise that could have an impact on its delivery.
- 6.2.2 These unforeseen events could have various outcomes, which can be described in three increasing levels: a minor disruption, a more substantial interruption, or a major incident causing significant disruption.
- 6.2.3 London Gatwick will seek to minimise the likelihood of disruption by maintaining an up-to-date risk register that identifies potential risks to the programme and identifies appropriate mitigation. The risk register will be routinely reviewed prior to, during and after the public consultation.
- 6.2.4 The risk register will identify and classify risks accordingly and outline the proposed mitigations and/or necessary actions as set out in the table below.

Table 13 – Overview of risk register

Risk level	Description of risk	Example: Poor weather forecast
Minor disruption	Work can proceed. Monitoring is required to ensure that controls are maintained and are effective. Proactive communications may aid continued delivery.	<ul style="list-style-type: none"> Include advisory notice within any planned communications. Event team to closely monitor forecast and conditions. Event team to ensure venue is safe and accessible for visitors.
Moderate disruption	Actions required to ensure the programme can go ahead as planned. Proactive communications will be required. Where the risk involves work in progress, urgent action shall be taken.	<ul style="list-style-type: none"> Include advisory notice within any planned communications. Event team to closely monitor forecast and conditions. Event team to ensure venue is safe and accessible for visitors.
Major disruption	Work cannot be started or continued. Immediate actions and communications are required to raise awareness about impact of disruption and next steps.	<ul style="list-style-type: none"> Event postponed with maximum advance warning. All communications channels updated with notice of postponement and commitment to contacting everybody with a revised plan as soon as possible. Liaise with the venue to promote news of postponement as widely as possible.

- 6.2.5 Where possible, London Gatwick will seek to respond to unforeseen disruptions in a managed and proportionate way.
- 6.2.6 In the event of a major incident, London Gatwick may contact the CAA to seek further guidance on resolution.

7 Consultation materials

7.1 What consultation materials London Gatwick will make available

- 7.1.1 Airspace change is a complex topic, particularly for those with limited prior knowledge of the subject. It is a requirement of CAP1616 that all stakeholders engaging with the consultation can understand the potential impact of the proposed changes on them, and that any technical information is available in a form that does not require technical knowledge to understand and respond to it.
- 7.1.2 As outlined in Paragraph 3.28 of CAP1616, it is a requirement that the change sponsor produce draft consultation materials that:
- are fully aligned with the consultation strategy;
 - clearly explain the scope of the airspace change proposal and the baseline scenarios;
 - provide respondents with enough information to ensure that they understand the issues and the potential impacts of the airspace change proposal on them, and can give informed responses;
 - do not require technical knowledge to understand and respond to;
 - use the most up-to-date, credible and clearly referenced data with modelling carried out in line with relevant best practice;
 - make clear the extent to which the change is reversible if it does not achieve the objectives it is designed to achieve; and
 - seek stakeholders' views using questions that are clear, appropriate and unbiased.
- 7.1.3 London Gatwick's consultation materials will be produced to allow all stakeholders to understand the proposals in line with their information needs, using engaging and interactive technologies and simple messaging that make the proposals digestible and easy to understand.
- 7.1.4 Recognising that different stakeholders will have differing levels of interest and knowledge of the proposals, London Gatwick will employ a multi-level approach to the consultation materials as described in the table below.
- 7.1.5 In summary, the Level 1 materials will be the shortest and simplest, while Level 3 materials will be the most in-depth and detailed.

Table 14 – The tiered suite of consultation materials

Level	Document	Content
1	Consultation Invitation Newsletter	This will introduce this ACP to the public and stakeholders and provide information on how to engage with the consultation, how to access the consultation materials and how and when to respond.
1	Consultation Summary Document	This will be a short and simple document, with diagrams for readers not familiar with airspace design.
2	Main Consultation Document	<p>This will have more detail on the proposed changes and explain how London Gatwick has reached the final options now being consulted on.</p> <p>Further detail on the content of the Main Consultation Document is set out below.</p>
3	Full Options Appraisal (FOA)	London Gatwick will provide the Full Options Appraisal (FOA) for consultees who wish to read the full technical data.

7.2 The Main Consultation Document

7.2.1 The Main Consultation Document will include the following information:

- an introduction to this ACP, including its history, the context in which it is being brought forward and the CAA's role in the process;
- a section explaining the scope and purpose of the consultation;
- a section describing the key technical details to allow for informed consideration of the rest of the document;
- a section describing the current operation of Route 4;
- a section describing the baseline for this ACP;
- a section describing the ACP options, including their potential impacts and benefits;
- a section providing a step-by-step explanation of how to use and interpret the maps provided to understand the current and potential noise impacts;
- a section on the consultation, including a guide on how to respond, what will happen to responses, and what will happen after the consultation;
- a reversion statement, explaining what could happen if unexpected issues arise after the implementation of this proposal, should it be approved; and
- annexes providing a printable copy of the feedback form, and supplementary technical data.

7.2.2 Every attempt will be made to ensure that the information detailed above is provided in plain English, wherever practically achievable. Imagery, graphics and diagrams will be used to make the information provided more readily understandable for consultees.

7.3 Data sources

- 7.3.1 All technical information presented in the consultation materials will use the most up-to-date clearly referenced sources of data, with modelling carried out in line with best practice.
- 7.3.2 Noise contours will be produced using the UK civil aircraft noise model ANCON version 2.4, which is developed and maintained by the Environmental Research and Consultancy Department (ERCD) of the CAA on behalf of the DfT. ANCON is fully compliant with the latest European guidance on noise modelling, ECAC.CEAC Doc 29 (Fourth edition), published in December 2016 (Ref 6).
- 7.3.3 The modelling will use radar data extracted from London Gatwick's Noise and Track Keeping (NTK) system. The outputs of this process will be:
- Daytime noise contours will be plotted from 51-72 dB LAeg (16 hour) in 3 dB steps.
 - Nighttime noise contours will be plotted from 45-72 dB LAeg (8 hour) in 3 dB steps.
 - The results of the necessary contour runs will be used for the Transport Analysis Guidance (TAG) noise analysis using the latest Department for Transport (DfT) aviation noise workbook.
 - Emission assessment will use annual 24-hour traffic data supplied by ICAO aircraft type for the years in question.
 - Areas, populations and households within the contour areas will be estimated using the latest 2021 Census information supplied by CACI Ltd.

7.4 Feedback form

- 7.4.1 Consultees will be required to respond to the consultation via an online form on Citizen Space: route4acp.co.uk
- 7.4.2 Printed feedback forms and freepost envelopes will be made available at the public exhibitions and deposit locations to enable the provision of written comments. Printed feedback forms will also be provided upon request. Completed forms can also be returned via the following freepost address:
- 'FREEPOST ROUTE 4 CONSULTATION'
- 7.4.3 Any written responses received will be manually uploaded onto Citizen Space by London Gatwick. The process via which London Gatwick will review and publish consultation responses is described in [Section 8.4](#) of this document.

7.5 How to request a copy of the consultation materials

- 7.5.1 Residents or stakeholders requiring a printed copy of the consultation materials – comprising a copy of the Consultation Summary Document, feedback form and a

freepost envelope – will be able to contact the project team via the channels detailed below.

- 7.5.2 Requests must be sent in writing to the freepost address at least 14 days prior to the close of the consultation. London Gatwick will only supply one printed copy of the consultation materials per request.
- 7.5.3 London Gatwick cannot accept any responsibility for errors in the postal service where requests do not reach it, or its return post does not reach the recipient.

8 Responding to the consultation

8.1 How to ask questions

8.1.1 London Gatwick will provide the following contact channels to enable stakeholders to ask questions and/or request support in responding to the consultation:

- Citizen Space site: route4acp.co.uk
- Email: LGWairspace.Rte4@gatwickairport.com
- Freephone: 0808 303 4560
- Freepost: FREEPOST ROUTE 4 CONSULTATION

8.1.2 London Gatwick will endeavour to respond to all enquiries in a timely manner. Where enquiries are of a technical nature, London Gatwick will liaise with the project team and aim to provide a response as soon as practically achievable.

8.1.3 A frequently asked questions (FAQ) page will be developed for stakeholders, containing questions that arise during the consultation, either from any consultation responses or from the public exhibitions and webinars. This will be updated at regular intervals during the consultation period.

8.2 How to respond to the consultation

8.2.1 The primary method for responding to the consultation will be via Citizen Space: route4acp.co.uk

8.2.2 The CAA requires that all responses to the consultation be published on Citizen Space. Therefore, responses will need to be self-inputted by stakeholders via the online survey provided. The online survey will highlight which questions are mandatory, and which are optional.

8.2.3 For those without internet access, London Gatwick will accept postal responses to the Freepost address:

- FREEPOST ROUTE 4 CONSULTATION

8.2.4 All postal responses (along with any written responses provided at the public exhibitions) will be manually uploaded to Citizen Space by London Gatwick. This includes any written responses associated with the in-person consultation events. Should a stakeholder require acknowledgement of receipt, London Gatwick requests the use of a recorded delivery service, or to enclose a self-addressed envelope stamped with adequate postage for a receipt slip.

- 8.2.5 A deadline for responses to the consultation will be set as 23:59 on 28 April 2026, although postal responses will be accepted up to three working days after this deadline. Responses received after this date may not be taken into consideration.

8.3 How London Gatwick will encourage responses

- 8.3.1 London Gatwick will send notification emails to all identified stakeholders in Appendix 1 prior to the start of the consultation. To encourage responses, it will send follow-up emails at the mid-point of the consultation to stakeholders who have not responded reminding them of the closing date. A final email reminder will be issued two weeks in advance of the closing date, if a stakeholder has not replied.
- 8.3.2 To make it easier to submit responses at the public exhibitions QR codes will be included on the exhibition materials directly linking to Citizen Space.
- 8.3.3 Social media posts advertising the consultation and public exhibitions will be issued throughout the consultation to encourage attendance.

8.4 How London Gatwick will process responses

- 8.4.1 London Gatwick will develop a response management process covering how it will handle and analyse consultation feedback. As part of this, London Gatwick will develop a comprehensive coding framework to categorise all free-text responses according to firstly whether they may lead to a design change; and then based on the matters raised. The core structure of the framework will be shaped by the consultation questions and the themes and issues that arise from each question.
- 8.4.2 Consultation responses will be appropriately redacted if necessary and published on Citizen Space while the consultation is taking place by the CAA. FAQs will also be published on Citizen Space. When reviewing responses, London Gatwick will identify any issues not covered by the FAQ and create an answer.
- 8.4.3 London Gatwick will work to provide any approved changes to the FAQ back to the CAA every five working days for upload to Citizen Space.

9 Next steps after the consultation

9.1 How London Gatwick will respond to feedback from the consultation

9.1.1 As outlined in Paragraph 3.29 of CAP1616, it is a requirement that the change sponsor:

- review the consultation responses and categorise them into those that present information that may impact the final airspace change proposal, and those which do not;
- set out clearly why it has categorised each response in the way that it has, to demonstrate that it has heard and understood the feedback provided; and
- include the categorisation for each consultation response within a consultation response document.

9.1.2 All comments submitted during the consultation will be recorded, carefully considered and will be taken into account when further developing the proposals. Responses will be categorised into those that present information that may lead to a change in the design and those that could not. The categorisation of responses will be reviewed by the CAA and published on Citizen Space.

9.2 What will happen after the consultation

9.2.1 Once the Stage 3 consultation has closed, London Gatwick will carefully consider all of the consultation responses and further refine our proposals in response to the feedback received from communities and stakeholders.

9.2.2 During Stage 4, London Gatwick will update the designs, confirm a preferred option and consider if it needs to make any final changes to it based on the feedback it receives. London Gatwick will then complete the Final Options Appraisal and assess the need for additional consultation ahead of submitting the ACP to the CAA. London Gatwick will also submit a report, completed at the end of Stage 3, which explains how it has given due regard to consultation feedback.

9.2.3 At Stage 5, the CAA will review the final ACP and may request further information or clarification from the change sponsor ahead of making a decision. The CAA also has the ability to call a public evidence session on the ACP. The CAA will decide whether to approve the final airspace change proposal, if it is not first called in by the Secretary of State. Any final decision may therefore be subject to modifications or conditions.

9.2.4 At Stage 6, if the ACP is approved, the proposal is implemented.

- 9.2.5 At Stage 7, a Post Implementation Review is undertaken by the CAA (usually around 12 months after implementation) so it can determine if the ACP has produced the intended outcomes.

10 Glossary

Table 15 – Glossary of Terms

Term	Description
ACP	Airspace Change Proposal
AONB	Area of Outstanding Natural Beauty
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
ERCD	Environmental Research & Consultancy Department (of the CAA)
FAQ	Frequently Asked Questions
FOA	Full Options Appraisal
FASI-S	Future Airspace Strategy Implementation – South
GAL	Gatwick Airport Limited
IOA	Initial Options Appraisal
LAM	Lambourne (Waypoint)
LOAEL	Lowest Observed Adverse Effect Level
NPR	Noise Preferential Route
ONS	Office for National Statistics
PBN	Performance Based Navigation
PIR	Post Implementation Review
RNAV	Area Navigation
SID	Standard Instrument Departure
SOAEL	Significant Observed Adverse Effect Level
SoN	Statement of Need

11 Appendices

11.1 Appendix 1 – Stakeholder List

County Councils

Our Ref	Organisation	Engaged since	Reason for adding (if new)
CC001	Kent County Council	Stage 1	
CC002	Surrey County Council	Stage 1	
CC003	West Sussex County Council	Stage 1	

District and Borough Councils

Our Ref	Organisation	Engaged since	Reason for adding (if new)
DC001	Crawley Borough Council	Stage 1	
DC002	Horsham District Council	Stage 1	
DC003	Mole Valley District Council	Stage 1	
DC004	Reigate & Banstead Borough Council	Stage 1	
DC005	Sevenoaks District Council	Stage 1	
DC006	Tandridge District Council	Stage 1	

Parish, Community and Town Councils

Our Ref	Organisation	Engaged since	Reason for adding (if new)
PC001	Abinger Parish Council	Stage 3	Area overflown by route options
PC002	Betchworth Parish Council	Stage 1	
PC003	Bletchingley Parish Council	Stage 1	
PC004	Brasted Parish Council	Stage 3	Area overflown by route options
PC005	Brockham Parish Council	Stage 1	
PC006	Buckland Parish Council	Stage 3	Area overflown by route options
PC007	Burstow Parish Council	Stage 1	
PC008	Capel Parish Council	Stage 1	
PC009	Charlwood Parish Council	Stage 1	
PC010	Chevening Parish Council	Stage 3	Area overflown by route options
PC011	Chiddingstone Parish Council	Stage 3	Area overflown by route options
PC012	Crowhurst Parish Council	Stage 3	Area overflown by route options
PC013	Dormansland Parish Council	Stage 3	Area overflown by route options
PC014	Edenbridge Town Council	Stage 3	Area overflown by route options
PC015	Felbridge Parish Council	Stage 3	Area overflown by route options

PC016	Godstone Parish Council	Stage 3	Area overflown by route options
PC017	Hever Parish Council	Stage 3	Area overflown by route options
PC018	Holmwood Parish Council	Stage 1	
PC019	Horley Town Council	Stage 1	
PC020	Horne Parish Council	Stage 3	Area overflown by route options
PC021	Leigh (Surrey) Parish Council	Stage 1	
PC022	Limpsfield Parish Council	Stage 3	Area overflown by route options
PC023	Lingfield Parish Council	Stage 3	Area overflown by route options
PC024	Newdigate Parish Council	Stage 1	
PC025	Nutfield Parish Council	Stage 1	
PC026	Ockley Parish Council	Stage 1	
PC027	Outwood Parish Council	Stage 1	
PC028	Oxted Parish Council	Stage 3	Area overflown by route options
PC029	Riverhead Parish Council	Stage 3	Area overflown by route options
PC030	Rusper Parish Council	Stage 1	
PC031	Sundridge with Ide Hill Parish Council	Stage 3	Area overflown by route options
PC032	Salfords and Sidlow Parish Council	Stage 1	
PC033	Sevenoaks Town Council	Stage 3	Area overflown by route options
PC034	Sevenoaks Weald Parish Council	Stage 3	Area overflown by route options
PC035	Tandridge Parish Council	Stage 3	Area overflown by route options
PC036	Warnham Parish Council	Stage 3	Area overflown by route options
PC037	Westerham Parish Council	Stage 3	Area overflown by route options
PC038	Wotton Parish Council	Stage 2	

Members of Parliament

Our Ref	Name (Constituency)	Engaged since	Reason for adding (if new)
MP001	Peter Lamb (Crawley)	Stage 1	
MP002	Chris Coghlan (Dorking and Horley)	Stage 1	
MP003	Claire Coutinho (East Surrey)	Stage 1	
MP004	John Milne (Horsham)	Stage 1	
MP005	Rebecca Paul (Reigate)	Stage 1	
MP006	Laura Trott (Sevenoaks)	Stage 1	
MP007	Tom Tugendhat (Tonbridge)	Stage 1	

Campaign Groups

Our Ref	Organisation	Engaged since	Reason for adding (if new)
CM001	Campaign Against Gatwick Noise Emissions	Stage 1	
CM002	Gatwick Area Conservation Campaign	Stage 1	
CM003	Gatwick Obviously Not	Stage 3	Group active in consultation area
CM004	Plane Justice	Stage 1	
CM005	Plane Wrong	Stage 1	
CM006	Quiet Outwood	Stage 3	Group active in consultation area
CM007	Route 4 No More	Stage 1	

Environmental Groups and Organisations

Our Ref	Organisation	Engaged since	Reason for adding (if new)
EN001	Campaign Against Climate Change	Stage 3	National environmental group
EN002	Campaign to Protect Rural England	Stage 1	
EN003	Crawley Friends of the Earth	Stage 3	Group active in consultation area
EN004	Environment Agency	Stage 3	National environmental body
EN005	Go Wild Reigate and Banstead	Stage 3	Group active in consultation area
EN006	Kent High Weald AONB	Stage 3	AONB in consultation area
EN007	Kent Wildlife Trust	Stage 3	Group active in consultation area
EN008	Natural England	Stage 3	National environmental body
EN009	Nutfield Conservation Society	Stage 1	Group active in consultation area
EN010	Reigate and Banstead Friends of the Earth	Stage 3	Group active in consultation area
EN011	Royal Society for the Protection of Birds	Stage 3	National environmental group
EN012	South East Climate Alliance	Stage 3	Group active in consultation area
EN013	Surrey Hills AONB	Stage 1	AONB in consultation area
EN014	Surrey Wildlife Trust	Stage 3	Group active in consultation area
EN015	Sussex Wildlife Trust	Stage 3	Group active in consultation area
EN016	The Ramblers	Stage 3	National environmental group
EN017	Woodland Trust	Stage 3	National environmental group

Tourism Organisations

Our Ref	Organisation	Engaged since	Reason for adding (if new)
TR001	Chartwell	Stage 3	National Trust site
TR002	Chiddingstone Village – Edenbridge	Stage 3	National Trust site

TR003	East Sussex, Brighton & Hove and West Sussex Local Visitor Economy Partnership	Stage 3	Organisation in consultation area
TR004	Emmetts Garden – Sevenoaks	Stage 3	National Trust site
TR005	Harewoods – Redhill	Stage 3	National Trust site
TR006	Hever Castle	Stage 3	Major tourist site
TR007	Holmwood Common	Stage 3	National Trust site
TR008	Leith Hill	Stage 3	National Trust site
TR009	Polesdon Lacey	Stage 3	National Trust site
TR010	Reigate Hill and Gatton Park	Stage 3	National Trust site
TR011	Toys Hill – Kent	Stage 3	National Trust site
TR012	Visit Surrey	Stage 3	Organisation in consultation area

Airlines, Airports and Aerodromes

Our Ref	Organisation	Engaged since	Reason for adding (if new)
AR001	Biggin Hill Aerodrome	Stage 1	
AR002	Dunsfold Aerodrome	Stage 3	Potentially affected aerodrome
AR003	Heathrow Airport	Stage 1	
AR004	Kenley Aerodrome	Stage 1	
AR005	London City Airport	Stage 2	
AR006	Redhill Aerodrome	Stage 1	
AR007	Aegean Airlines	Stage 3	Airline operating at Gatwick
AR008	Air Arabia Maroc	Stage 3	Airline operating at Gatwick
AR009	Air Baltic	Stage 2	
AR010	Air China	Stage 3	Airline operating at Gatwick
AR011	Air Europa	Stage 2	
AR012	Air India	Stage 3	Airline operating at Gatwick
AR013	Air Mauritius	Stage 3	Airline operating at Gatwick
AR014	Air Peace	Stage 3	Airline operating at Gatwick
AR015	Air Transat	Stage 2	
AR016	Atlantic Airways	Stage 3	Airline operating at Gatwick
AR017	Aurigny	Stage 1	
AR018	Azerbaijan Airlines	Stage 3	Airline operating at Gatwick
AR019	Azores Airlines	Stage 3	Airline operating at Gatwick
AR020	British Airways	Stage 1	
AR021	China Eastern	Stage 3	Airline operating at Gatwick
AR022	China Southern	Stage 3	Airline operating at Gatwick
AR023	Corendon Airlines	Stage 3	Airline operating at Gatwick
AR024	Croatia Airlines	Stage 3	Airline operating at Gatwick
AR025	Delta	Stage 3	Airline operating at Gatwick

AR026	easyJet	Stage 1	
AR027	Emirates	Stage 1	
AR028	Enter Air	Stage 3	Airline operating at Gatwick
AR029	Ethiopian Airlines	Stage 3	Airline operating at Gatwick
AR030	FlyErbil	Stage 3	Airline operating at Gatwick
AR031	Freebird	Stage 3	Airline operating at Gatwick
AR032	Gulf Air	Stage 3	Airline operating at Gatwick
AR033	Iberia Express	Stage 3	Airline operating at Gatwick
AR034	Icelandair	Stage 3	Airline operating at Gatwick
AR035	ITA Airways	Stage 3	Airline operating at Gatwick
AR036	JetBlue	Stage 3	Airline operating at Gatwick
AR037	Kenya Airways	Stage 3	Airline operating at Gatwick
AR038	KM Malta Airlines	Stage 3	Airline operating at Gatwick
AR039	Norse Atlantic	Stage 3	Airline operating at Gatwick
AR040	Norwegian	Stage 1	
AR041	Nouvelair	Stage 3	Airline operating at Gatwick
AR042	Qatar Airways	Stage 2	
AR043	Royal Air Maroc	Stage 3	Airline operating at Gatwick
AR044	Ryanair	Stage 1	
AR045	Saudia	Stage 3	Airline operating at Gatwick
AR046	Singapore Airlines	Stage 3	Airline operating at Gatwick
AR047	Sky Alps	Stage 3	Airline operating at Gatwick
AR048	Sky Express	Stage 3	Airline operating at Gatwick
AR049	SunExpress	Stage 3	Airline operating at Gatwick
AR050	Swiss International Air Lines	Stage 3	Airline operating at Gatwick
AR051	TAP Air Portugal	Stage 1	
AR052	Titan Airways	Stage 1	
AR053	TUI	Stage 1	
AR054	Tunisair	Stage 3	Airline operating at Gatwick
AR055	Turkish Airlines	Stage 2	
AR056	Turkmenistan Airlines	Stage 3	Airline operating at Gatwick
AR057	Uganda Airlines	Stage 3	Airline operating at Gatwick
AR058	Uzbekistan Airways	Stage 3	Airline operating at Gatwick
AR059	Volotea	Stage 3	Airline operating at Gatwick
AR060	Vueling	Stage 1	
AR061	WestJet	Stage 2	
AR062	Wizz Air	Stage 3	Airline operating at Gatwick

Aviation Groups and Organisations

Our Ref	Organisation	Engaged since	Reason for adding (if new)
AV001	Air Charter Association	Stage 3	Business membership body

AV002	Air Navigation Solutions	Stage 1	
AV003	Aircraft Owners and Pilots Association	Stage 1	
AV004	Airfield Operators Group	Stage 1	
AV005	Airlines UK	Stage 1	
AV006	AirportsUK	Stage 1	
AV007	Airports Council International	Stage 3	International aviation organisation
AV008	Airspace Change Organising Group	Stage 3	NATMAC member
AV009	Airspace for All	Stage 3	Aviation advocacy organisation
AV010	Association of British Travel Agents	Stage 3	Aviation trade association
AV011	Association of Remotely Piloted Aircraft Systems UK	Stage 1	
AV012	Aviation Environment Federation	Stage 1	
AV013	BAE Systems	Stage 1	
AV014	British Airline Pilots Association	Stage 1	
AV015	British Balloon and Airship Club	Stage 1	
AV016	British Business & General Aviation Association	Stage 1	
AV017	British Gliding Association	Stage 1	
AV018	British Hang Gliding and Paragliding Association	Stage 1	
AV019	British Helicopter Association	Stage 1	
AV020	British International Freight Association	Stage 3	Aviation trade association
AV021	British Microlight Aircraft Association	Stage 1	
AV022	British Model Flying Association	Stage 1	
AV023	British Parachute Association	Stage 1	
AV024	British Skydiving	Stage 3	NATMAC member
AV025	Business Travel Association	Stage 3	Aviation trade association
AV026	Civil Aviation Authority	Stage 3	Aviation regulator
AV027	Cubair Flight Training Ltd	Stage 3	Local flight school
AV028	Department for Transport	Stage 1	
AV029	Drone Major	Stage 3	NATMAC member
AV030	European Business Aviation Association	Stage 3	Aviation trade association
AV031	Gatwick Airline Operators Committee	Stage 1	
AV032	Gatwick Airport Consultative Committee	Stage 1	
AV033	Gatwick Noise and Track Monitoring Advisory Group	Stage 1	
AV034	Gatwick Noise Management Board	Stage 1	

AV035	General Aviation Alliance	Stage 1	
AV036	General Aviation Safety Council	Stage 1	
AV037	Guild of Air Traffic Control Officers	Stage 1	
AV038	Heavy Airlines	Stage 1	
AV039	Helicopter Club of Great Britain	Stage 2	
AV040	Honourable Company of Air Pilots	Stage 2	
AV041	International Air Transport Association	Stage 3	International aviation organisation
AV042	International Civil Aviation Organisation	Stage 3	International aviation organisation
AV043	Isle of Man CAA	Stage 1	
AV044	Kent, Surrey & Sussex Air Ambulance	Stage 1	
AV045	Light Aircraft Association	Stage 1	
AV046	Low Fare Airlines	Stage 1	
AV047	Military Aviation Association	Stage 1	
AV048	Ministry of Defence – Defence Airspace and Air Traffic Management	Stage 1	
AV049	National Police Air Service	Stage 3	Police aviation service
AV050	NATS	Stage 1	
AV051	Navy Command HQ	Stage 1	
AV052	PPL/IR Europe	Stage 1	
AV053	Redhill Aviation Flight Centre	Stage 3	Local flight school
AV054	Regional & Business Airports Group	Stage 3	Business membership body
AV055	Road Haulage Association	Stage 3	Aviation trade association
AV056	Royal Aeronautical Society	Stage 3	Business membership body
AV057	Sussex Police Helicopter	Stage 1	
AV058	Sustainable Aviation	Stage 3	Aviation advocacy organisation
AV059	UK Airprox Board	Stage 1	
AV060	UK Flight Safety Committee	Stage 1	
AV061	United States Air Force Europe (3 rd Air Force – Directorate of Flying)	Stage 1	

Schools, Hospitals and Local Organisations

Our Ref	Organisation	Engaged since	Reason for adding (if new)
LC001	Bletchingley Village Primary School	Stage 3	Local school
LC002	Brooklands School, Reigate	Stage 3	Local school
LC003	Charlwood Village Primary School	Stage 3	Local school
LC004	Cornfield School	Stage 3	Local school
LC005	Dovers Green School	Stage 3	Local school

LC006	Dunottar School	Stage 3	Local school
LC007	Earlswood Infant and Nursery School	Stage 3	Local school
LC008	Earlswood Junior School	Stage 3	Local school
LC009	Moon Hall School	Stage 3	Local school
LC010	Newdigate CofE Infant School	Stage 3	Local school
LC011	North Downs Primary School	Stage 3	Local school
LC012	Nutfield Church Primary School	Stage 3	Local school
LC013	Reigate Grammar School	Stage 3	Local school
LC014	Reigate School	Stage 3	Local school
LC015	Reigate Valley College	Stage 3	Local school
LC016	Salfords Primary School	Stage 3	Local school
LC017	Scott-Broadwood CofE Infant School	Stage 3	Local school
LC018	Weald CofE Primary School	Stage 3	Local school
LC019	Westvale Park Primary Academy	Stage 3	Local school
LC020	East Surrey Hospital	Stage 3	Local hospital
LC021	Farmfield Hospital	Stage 3	Local hospital
LC022	Gatwick Park Spire Hospital	Stage 3	Local hospital
LC023	Beare Green Community Association	Stage 1	
LC024	Court Lodge Residents Association	Stage 3	Local community group
LC025	Gatwick Airport Community Trust	Stage 3	Local community group
LC026	Holmwood Park Residents Association	Stage 3	Local community group
LC027	Norwood Hill Residents Association	Stage 3	Local community group
LC028	The Acres Residents Association	Stage 3	Local community group
LC029	The Charlwood Society	Stage 3	Local community group
LC030	Bletchingley Golf Club	Stage 3	Local sports organisation
LC031	Godstone Golf Club	Stage 3	Local sports organisation
LC032	Horley Cricket Club	Stage 3	Local sports organisation
LC033	Horley Leisure Centre	Stage 3	Local sports organisation
LC034	Horley Tennis Club	Stage 3	Local sports organisation
LC035	Horley Town FC	Stage 3	Local sports organisation
LC036	Horne Park Golf Course	Stage 3	Local sports organisation
LC037	Lingfield Park Golf Club	Stage 3	Local sports organisation
LC038	Old Reigatian RFC	Stage 3	Local sports organisation
LC039	Outwood Cricket Club	Stage 3	Local sports organisation
LC040	Redhill Cycling Club	Stage 3	Local sports organisation
LC041	Redhill Football Club	Stage 3	Local sports organisation
LC042	Redhill Lawn Tennis Club	Stage 3	Local sports organisation
LC043	Reigate FC	Stage 3	Local sports organisation
LC044	Reigate Priory Cricket Club	Stage 3	Local sports organisation

LC045	Reigate Priory FC	Stage 3	Local sports organisation
LC046	Reigate Priory Lawn Tennis Club	Stage 3	Local sports organisation
LC047	Reigate Priory Youth FC	Stage 3	Local sports organisation
LC048	Reigate Rugby Club	Stage 3	Local sports organisation
LC049	Salfords Cricket Club	Stage 3	Local sports organisation
LC050	Southdown Gliding Club	Stage 3	Local sports organisation

Seldom Heard Groups

Our Ref	Organisation	Engaged since	Reason for adding (if new)
HR001	60 Up	Stage 3	Local hard to reach group
HR002	Action in Rural Sussex	Stage 3	Local hard to reach group
HR003	Age UK East Sussex	Stage 3	Local hard to reach group
HR004	Age UK Surrey	Stage 3	Local hard to reach group
HR005	Age UK West Sussex	Stage 3	Local hard to reach group
HR006	Autism Support Crawley	Stage 3	Local hard to reach group
HR007	Carers Support West Sussex	Stage 3	Local hard to reach group
HR008	Citizens Advice Bureau Crawley	Stage 3	Local hard to reach group
HR009	Citizens Advice Bureau North & West Kent	Stage 3	Local hard to reach group
HR010	Community Foundation for Surrey	Stage 3	Local hard to reach group
HR011	Crawley College	Stage 3	Local hard to reach group
HR012	Crawley Community Action	Stage 3	Local hard to reach group
HR013	Crawley Deaf Social Club	Stage 3	Local hard to reach group
HR014	Crawley Ethnic Minority Partnership	Stage 3	Local hard to reach group
HR015	Crawley Friends Housing Association	Stage 3	Local hard to reach group
HR017	Crawley Mental Health Forum	Stage 3	Local hard to reach group
HR018	Crawley Mosque – Quwat-UI-Islam Masjed	Stage 3	Local hard to reach group
HR019	Crawley Older Persons Forum	Stage 3	Local hard to reach group
HR020	Crawley Open House	Stage 3	Local hard to reach group
HR021	Crawley Senior Muslim Forum	Stage 3	Local hard to reach group
HR022	Crawley U3A	Stage 3	Local hard to reach group
HR023	Crawley Volunteer Managers Forum	Stage 3	Local hard to reach group
HR024	Crawley Young Persons Council	Stage 3	Local hard to reach group
HR025	Diverse Crawley	Stage 3	Local hard to reach group
HR026	East Sussex Traveller Education Team	Stage 3	Local hard to reach group
HR027	East Sussex Youth Cabinet	Stage 3	Local hard to reach group
HR028	Gatwick Islamic Centre	Stage 3	Local hard to reach group
HR029	Gypsy Traveller site: Conifer Park	Stage 3	Local hard to reach group
HR030	Gypsy Traveller site: Brambledown	Stage 3	Local hard to reach group

HR031	Homestart Crawley, Horsham and Mid-Sussex	Stage 3	Local hard to reach group
HR032	Horley Youth Club	Stage 3	Local hard to reach group
HR033	Horley Active Retirement Group	Stage 3	Local hard to reach group
HR034	Kent Association of Local Councils	Stage 3	Local hard to reach group
HR035	Kent Community Foundation	Stage 3	Local hard to reach group
HR036	Kent Federation of Amenity Societies	Stage 3	Local hard to reach group
HR037	Kent Scouts	Stage 3	Local hard to reach group
HR038	Kent U3A Network	Stage 3	Local hard to reach group
HR039	Kent Youth County Council	Stage 3	Local hard to reach group
HR040	Mid Sussex Voluntary Action	Stage 3	Local hard to reach group
HR041	Mind Matters Surrey	Stage 3	Local hard to reach group
HR042	Mole Valley Youth Forum	Stage 3	Local hard to reach group
HR043	Mount Green Housing Association	Stage 3	Local hard to reach group
HR044	Polish Saturday School in Crawley	Stage 3	Local hard to reach group
HR045	Raven Housing Trust	Stage 3	Local hard to reach group
HR046	Reigate and Banstead Youth Council	Stage 3	Local hard to reach group
HR047	Rivers SPACE for Women	Stage 3	Local hard to reach group
HR048	Scope in Kent, Surrey and Sussex	Stage 3	Local hard to reach group
HR049	Scouts Surrey	Stage 3	Local hard to reach group
HR050	SeeAbility	Stage 3	Local hard to reach group
HR051	Sevenoaks Youth Council	Stage 3	Local hard to reach group
HR052	Sight for Surrey	Stage 3	Local hard to reach group
HR053	Southern Horizon Housing	Stage 3	Local hard to reach group
HR054	Surrey Gypsy Traveller Communities Forum	Stage 3	Local hard to reach group
HR055	Surrey Minority Ethnic Forum	Stage 3	Local hard to reach group
HR056	Surrey U3A Network	Stage 3	Local hard to reach group
HR057	Surrey Youth Cabinet	Stage 3	Local hard to reach group
HR058	Sussex Community Foundation	Stage 3	Local hard to reach group
HR059	The Advocacy Project	Stage 3	Local hard to reach group
HR060	The Gurjar Hindu Union	Stage 3	Local hard to reach group
HR061	Tonbridge and Malling Youth Forum	Stage 3	Local hard to reach group
HR062	Town and Country Housing	Stage 3	Local hard to reach group
HR063	Transform Housing and Support	Stage 3	Local hard to reach group
HR064	Trussell Trust	Stage 3	Local hard to reach group
HR065	Tunbridge Wells Youth Forum	Stage 3	Local hard to reach group
HR066	West Kent Mind	Stage 3	Local hard to reach group
HR067	West Sussex Traveller Education Team	Stage 3	Local hard to reach group

HR068	Young Crawley Children and Families Forum	Stage 3	Local hard to reach group
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Economic Organisations

Our Ref	Organisation	Engaged since	Reason for adding (if new)
EC001	Crawley & Gatwick Chamber of Commerce	Stage 3	Local economic organisation
EC002	Federation of Small Businesses	Stage 3	Local economic organisation
EC003	Forum of Private Businesses	Stage 3	Local economic organisation
EC004	Gatwick Diamond Business	Stage 3	Local economic organisation
EC005	Gatwick Diamond Initiative	Stage 3	Local economic organisation
EC006	Kent Invicta Chamber of Commerce	Stage 3	Local economic organisation
EC007	Manor Royal Business District	Stage 3	Local economic organisation
EC008	Surrey Chambers of Commerce	Stage 3	Local economic organisation
EC009	Sussex Chamber of Commerce	Stage 1	

11.2 Appendix 2 – Stakeholders removed from list following Stages 1 & 2

Stakeholder	Reason for removal
Cathay Pacific	Airline no longer operates at Gatwick
China Airlines	Airline no longer operates at Gatwick
Crawley Town Council	Council does not exist
Dorking Town Council	Council does not exist
East Sussex County Council	Shortlisted options do not fly over the county
Eastern Airways	Airline no longer operates at Gatwick
Gatwick Airport	Gatwick Airport is the change sponsor
GMX (AJ)	
Guildford Borough Council	Shortlisted options do not fly over the borough
Rossiia Airlines	Airline no longer operates at Gatwick
Rwandair	Airline no longer operates at Gatwick
Thomas Cook Airlines	Defunct airline
Ukraine International Airlines	Airline no longer operates at Gatwick
Virgin Atlantic	Airline no longer operates at Gatwick
Waverley Borough Council	Shortlisted options do not fly over the borough
Zöe Franklin MP (Guildford)	Shortlisted options do not fly over the constituency

11.3 Appendix 3 – Media Outlets

Online and Print Media

Crawley and Horley Observer (print)	Kent & Sussex Courier (print)	Kent Live (online)
Redhill, Reigate, Horley Life (online)	RH Life (print)	Sevenoaks Chronicle (print)
Surrey Live (online)	Surrey Mirror (print)	Sussex World (online)

Television and Radio

BBC Radio Surrey (radio)	BBC Radio Sussex (radio)	BBC South East (television)
BBC South Today (television)	Heart South (radio)	ITV Meridian (television)
Radio Jackie (radio)	Susy Radio (radio)	

Aviation specific B2B Media

Flight International	Airports International	Aviation News
Aviation Week	Business Travel News	Airport Business (UK)
Aerospace	Aviation World	International Airport Review

General Aviation Media

Light Aviation	Flyer	Pilot
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