Proposed changes to

London Luton Airport Arrivals

Consultation Strategy

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Roles

Action	Role	Date
Produced	**Airspace Change Specialist** NATS Airspace and Future Operations	07/09/20
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References

Ref No	Description	Hyperlinks
1	SAIP AD6 CAA web page – progress through CAP1616	Link to portal
2	Stage 1 Statement of Need	Link to document
4	Stage 1 Assessment Meeting Minutes	Link to document
5	Stage 1 Design Principles	Link to document
6	Stage 2 Design Options	Link to document
7	Stage 2 Design Principle Evaluation	Link to document
8	Stage 2 Initial Options Appraisal and Safety Assessment	Link to document
10	Stage 3 Consultation Document	Link to portal, please navigate to Step 3b
11	Stage 3 Full Options Appraisal	Link to portal, please navigate to Step 3b
12	Airspace change: Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information CAP1616	Link to document
13	Environmental requirements technical annex CAP1616A	Link to document
14	Definition of Overflight CAP1498	Link to document
15	Airspace Modernisation Strategy AMS CAP1711	Link to document
16	UK Government Department for Transport's 2017 Guidance to the CAA on its environmental objectives when carrying out its air navigation functions, and to the CAA and wider industry on airspace and noise management (abbreviated to ANG2017)	Link to document

Contents

1. Introduction and Overview – What is this consultation strategy document for?

1.1. Consultation is an essential part of the airspace change process, defined in CAP1616 and regulated by the Civil Aviation Authority (CAA).

1.2. Consultation is our opportunity to formally engage a wide variety of stakeholders, inform them of the benefits and impacts of our proposal in a transparent and accessible way, and to acquire valuable feedback to inform our final proposal.

1.3. The foundation of a good consultation is adherence to the 'Gunning Principles'. These four principles, long-established in the UK, set out the legal expectations for what constitutes an appropriate consultation, which:

- Should occur when proposals are at a formative stage

- Should give sufficient reasons for any proposal to permit intelligent consideration

- Should allow adequate time for consideration and response

- The product of consultation must be conscientiously taken into account

1.4. This document sets out our consultation strategy in accordance with these Principles to ensure the consultation is effective and productive.

1.5. The CAA's airspace change process CAP1616 expects change sponsors to be mindful of the role of the Independent Commission on Civil Aviation Noise (ICCAN), their best practice and advice. On 30th July 2020 ICCAN released a 'toolkit' for consulting on airspace change, via their website[1].

1.6. The material for this consultation as submitted for evaluation at the gateway was entirely written prior to ICCAN's publication date using the combined expertise of NATS and LLA but without the benefit of ICCAN guidance. There was less than one week between ICCAN's publication and the submission of this material to the CAA (for the August 2020 gateway assessment).

1.7. We contend that this material is generally consistent with ICCAN guidance. It may be possible to adapt some of the consultation material to align more closely with ICCAN best practice. If so, we will discuss potential opportunities with the CAA and seek to implement prior to the start of consultation.

2. How to read this document

2.1. This document provides information about how we will undertake this consultation. We want to provide relevant and appropriate information to the right people, in the right way, and enable them to provide informed responses to the proposed changes in a suitable timeframe.

2.2. We explain where we are in the **airspace change process**, and the objectives of this proposal.

2.3. We consider **who** may be impacted by the proposed changes. The audience comprises a number of different types of stakeholder; we will describe who they are and how we have classified them.

2.4. We describe **how** we plan to reach all the stakeholders to ensure they can respond effectively, including through engagement exercises.

2.5. We describe **what** we will use to inform stakeholders of the proposed plans. Materials will be as concise and accessible as possible to those without aviation or technical knowledge. We will provide sufficient detail to ensure respondents understand the issues. However, we will also be clear that airspace change is complex and that a time investment is necessary to understand the subject, and that some parts of the material are written for a technical aviation audience.

2.6. We consider **when** consultation should start and finish, and a planned timetable of activity. This will be a general overview to illustrate our intent, but specific dates have not been agreed at this time.

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[1] Link to ICCAN consultation toolkit: https://consultation-toolkit.iccan.gov.uk/

2.7.   We briefly describe what happens when the consultation **ends**. There will be a period of analysis, and from that analysis we will understand any changes to the airspace design required in light of the feedback.

3.   Where are we in the airspace change process?

3.1.   NATS and London Luton Airport (LLA) are co-sponsors of this proposal (NATS-LLA).

3.2.   The airspace change process is summarised in the flowchart below.

3.3.   We have completed Stage 1 Define, where we established the need for an airspace change. We also engaged representatives of stakeholder groups to agree the design principles underpinning this proposal.

3.4.   We have completed Stage 2 Develop & Assess, where we created initial design concepts, refined them with feedback from representatives of stakeholder groups, evaluated each option against the design principles and performed an initial appraisal to illustrate the benefits and impacts of each option.

3.5.   We are now in Stage 3 Consult.
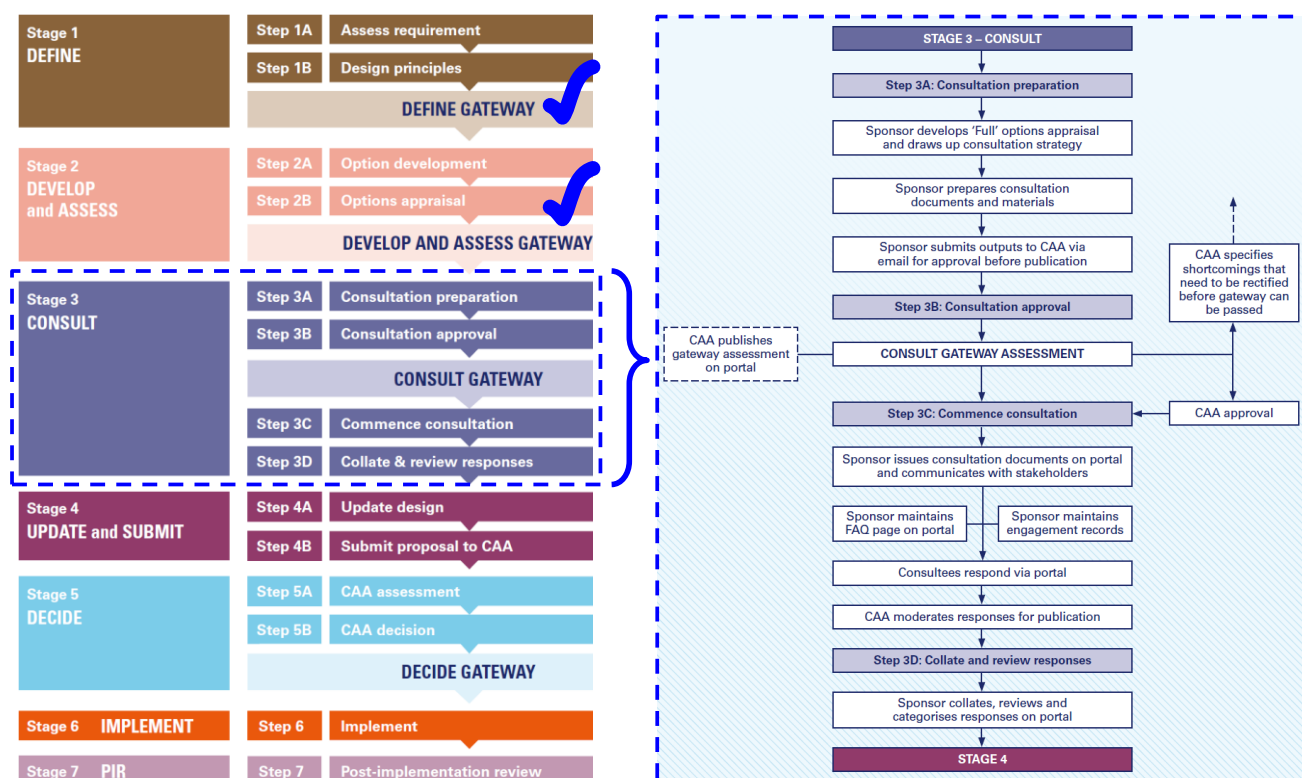
Figure 1 Airspace Change Process – Overview (left) and Stage 3 Consult (right)

3.6.   In the above flowcharts, this document forms part of Stage 3 Consult. It is designed to be read in conjunction with the Consultation Document (ref 10) and the Full Options Appraisal (ref 11) which are all Stage 3 documents.

3.7.   Supporting documentation for all stages of this proposal (including Stage 1 and Stage 2) can be found on the CAA's airspace change portal at the following link:
https://airspacechange.caa.co.uk/PublicProposalArea?pID=51

4.   About London Luton and London Stansted Airports, and the objectives of this proposal

4.1.   Currently, LLA and London Stansted Airport – two of the five busiest airports in the UK in terms of air traffic movements – share exactly the same arrival flows from the en-route cruise phase (known as Top of Descent) to the holds.

4.2. This is unique in the UK – other airports often share arrival routes, but one airport always has a much bigger proportion of movements (for example, London Heathrow and RAF Northolt, or London City and Biggin Hill).

4.3. LLA has a single runway which can be used in two directions – easterly or westerly. The scope of this proposal specifically addresses LLA arrival flows, and their interaction with Stansted arrival flows in the existing London Terminal Manoeuvring Area (LTMA). The LTMA consists of a complex system of air traffic service (ATS) routes (for all traffic) plus Standard Departure/Arrival Routes (known as SIDs/STARs), existing holding facilities, and the airspace volumes used by all of London's airports.

4.4. The region of interest for this proposal covers much of Bedfordshire and Hertfordshire as well as parts of eastern Buckinghamshire, southern Cambridgeshire, northern Essex and western Suffolk. It is particularly complex airspace. The desired outcome of this airspace change is to reduce complexity, workload and delay in relation to arrival traffic at LLA and, as a consequence, Stansted.

4.5. This proposal establishes new high-level airspace structures linking to low-level flightpaths (some of which are also new or different), to safely and efficiently manage arrivals to LLA. Its objectives are:

- **Reduce complexity** - The fundamental design concept is to reduce the complexity of the currently entwined LLA and Stansted Airport arrival flows at higher altitudes, between Top of Descent and the hold.

- **Reduce controller workload** - Complex traffic flows crossing each other use altitude restrictions and tactical vectoring, which involves an intense workload on the controller. Changes are required to manage the intensity of workload for our controllers as traffic levels increase, ensuring it continues to be safe.

- **Reduce delay** - Where workload is predicted to become too intense, safety dictates temporary limits are set to the number of flights entering the sector; this short-term temporary solution causes delay and can cause different complexity issues and push daytime flights towards nighttime. This makes the arrival flows less predictable, which can negatively impact airlines and their passengers, and also people living or working under these flows.

5. Summary of engagement activity undertaken to date

5.1. During CAP1616 Stage 1 and Stage 2 we conducted informative and constructive engagement activities with representative stakeholder groups, which is summarised in the documentation supplied to progress through the two Assessment Gateways so far. These included representative groups of aviation stakeholders and local community stakeholders.

5.2. For full details of these earlier activities, see the CAA's airspace change portal Stage 1B Design Principles & Stakeholder Engagement and Stage 2A(i) Design Options Annex 2.

5.3. Additional engagement activities have been carried out, post-Stage 2, with representatives of the Ministry of Defence, the General Aviation community, and representatives of the local community (via the London Luton Airport Consultative Committee (LLACC)) to help inform this strategy.

5.4. Some technical changes were made, to refine the Upper design (c.8,000ft[2] and above). These were driven by air traffic control simulations post-Stage-2, which gathered more evidence from a wider pool of air traffic control experts. This led to the revision of the dimensions and locations of some volumes of controlled airspace (CAS). These opportunities would not have been identified until those simulations were completed, and the additional expert opinions gathered. The Civil Aviation Authority, MoD and GA stakeholders were engaged to ensure transparency and understanding. Due to the technical nature of these changes, full details are described in Section 7 of the Consultation Document. Note that the technical changes between stages would have passed the design principle evaluation, and in doing so, would have progressed to this stage.

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[2] Where we write 'c.' and then a number, this is short for 'circa', meaning 'approximately'.

6. The Consultation Audience: Stakeholder mapping

6.1.   There is a wide audience for this consultation, spanning local authorities, airlines, private pilots, businesses, environmental and community organisations and the general public.

6.2.   Analysing the audience in a simple, qualitative way means we can map stakeholders into four broad classifications and target our consultation accordingly. We have modified the World Bank's well-known influence versus interest version of a Boston Square chart to map stakeholders. Note two boxes show the same engagement intent – this is explained in paragraph 6.11.
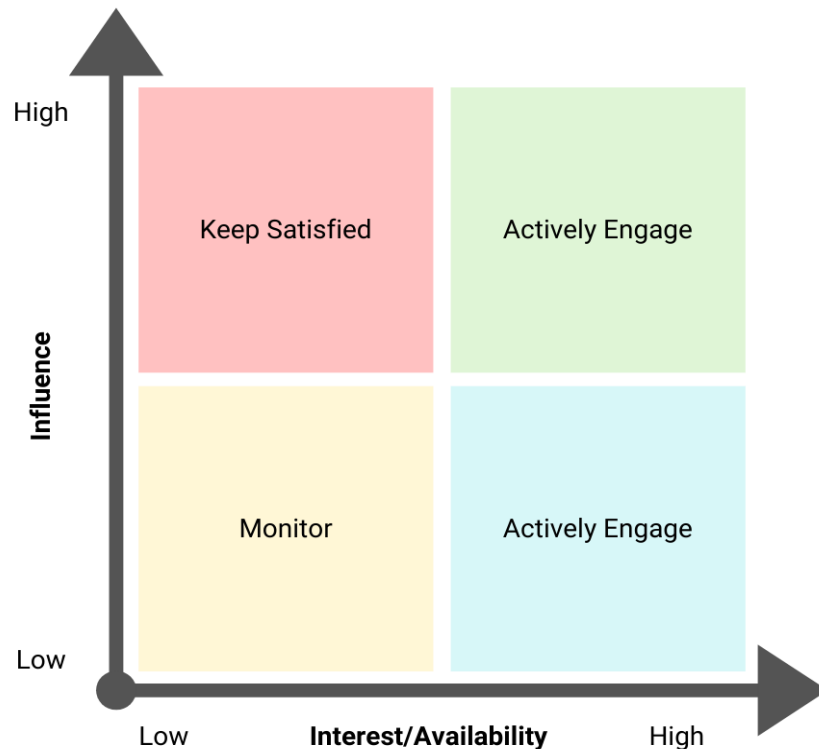

Figure 2 Stakeholder mapping method

6.3.   This diagram maps interest against influence. The four boxes enable us to identify people and organisations who have (or should have) a high level of interest in a proposed change, against their level of influence. The key consideration is ensuring that all those who are likely to be impacted by an airspace change are identified, mapped in the correct box and engaged appropriately.

High influence/high interest

6.4.   Stakeholders mapped in this box are generally representatives of community organisations, and we have already identified they would potentially be affected by the proposed flightpath changes.

6.5.   Many of these stakeholders are already well-informed because they sit on the London Luton Airport Consultative Committee (LLACC) and represent communities which are currently overflown by arrivals at the airport. LLACC also has a sub-committee dedicated to aircraft Noise and Track, known as NTSC, which meets quarterly. An update on this proposal is conducted at every NTSC meeting which is then reported to the LLACC.

6.6.   The feedback received from LLACC and NTSC has shaped this proposal from the start, and we continue to engage with them. LLACC includes representatives of (for a full list of members see Annex A or https://www.llacc.com/membership/):

- Local government authorities (parish, district, borough and county councils)
- Other community groups (local associations and campaign groups)

6.7.   We will also engage other local government authorities (county, district, borough), which are not part of the LLACC and which would be newly overflown below 7,000ft under this proposal. This also includes representative of the Chilterns AONB as they are not members of LLACC.

6.8.   We will ask these representative groups to act as intermediaries, helping us to communicate with a larger number of stakeholders. This helps our consultation reach a wider audience, where it would be disproportionate for us to attempt to identify and engage them all ourselves, and this may also help us communicate with seldom-heard groups. We will ensure it is clear to the representative groups that we desire feedback directly from those they represent as well as a response on behalf of each group. This will rely on the good will of the representative groups to promulgate the consultation to their demographic in the way they see fit or by using content that we can supply. We will use phone calls and emails to inform the groups, make the request, and to confirm the actions taken, again relying on their good will and common goal of publicising the consultation.

6.9.   We will directly engage specific Members of Parliament (MPs), for constituencies currently or potentially overflown by LLA arrivals (see Annex A). MPs have extensive reach and can amplify issues with local residents. By elevating awareness and understanding among political stakeholders, we can ask them to communicate with their communities using accurate information and encourage greater participation in the consultation.

6.10. This group will also include:

- Airlines who operate at LLA (such as members of the Flight Ops Committee – FLOPSC) due to the direct impact this will have on their operation

- London Stansted Airport due to its close proximity to LLA

- NATMAC (National Air Traffic Management Advisory Committee) members

- Military airspace users affected by the establishment of new controlled airspace (for example, USAFE Lakenheath) via the MoD's Defence Airspace & Air Traffic Management DAATM representative

- The London Gliding Club at Dunstable

Low influence/high interest

6.11. Often seen as the most important box to map accurately, we have modified from the standard presentation of an influence/interest matrix where the action assigned to it is usually 'keep informed'. We believe we must 'actively engage' them as these are largely general public who are likely to be impacted by the proposed changes – people newly overflown by aircraft below 7,000ft which may have noise impacts – and many will be unknown to LLA and/or NATS.

6.12. In social research terms for a digitally focused consultation some of these would also be labelled as the 'seldom heard' or 'hard to reach' as they may not have internet access or be infrequent users of it and, therefore, too easily missed in a digital consultation. Careful thought will be given about how to communicate the consultation to them and how to make it as easy as possible for them to respond.

6.13. Examples of community stakeholders mapped in this area could include:

- An individual member of the public living, working or spending leisure time under the current or proposed flightpath where changes in noise impact may occur

- An individual or organisation with an interest in environmental impacts– this will include people who have both registered a noise enquiry with LLA and who have given permission to be contacted with new information such as this consultation

6.14. Some will be individuals who rarely have any interaction with the airport or with aviation matters. We expect most of them to be members of the public whose interest is sparked by publicity material or news coverage of the proposal, or who are informed by other stakeholder organisations. Therefore, we are unable to list them individually in this document. However, it is important to think about how these groups vary and whether they might also be considered as 'digitally excluded'.

6.15. This box will also include some aviation stakeholders. These tend to be individuals who may use the region's airspace or have some aviation technical expertise. They may become interested in this proposal through publicity about the consultation, or by being informed by other stakeholder organisations.

6.16. Examples of aviation stakeholders in this box could include:

- East Anglian Rocketry Society (EARS) who have already been actively engaged and will remain so going forward due to their close proximity to the proposed airspace change

- An individual private pilot who flies their aircraft in the vicinity of the proposed new airspace

High influence/low interest

6.17. Stakeholders in this box are likely to be high profile individuals and organisations that are known to LLA and/or NATS but are not impacted by the proposals; they will be made aware of the consultation and kept informed about its progress.

6.18. These stakeholders will often be organisations representing airspace users and they are considered well-informed in its technicalities. Several have provided us with useful feedback to help inform this proposal from the start. They include:

- Aircraft operators using the airspace but not necessarily using the airport

- A flying club or school which flies in the vicinity of the proposed new airspace

- Nearby airports which may need to update aeronautical information due to this proposal[3]

- Specific local airspace user groups affected by the establishment of new controlled airspace

- National representative bodies of airspace user groups likely to be affected by the establishment of new controlled airspace or the disestablishment of current controlled airspace

The national representative bodies of airspace user groups will be asked to act as intermediaries to help communicate this consultation to impacted stakeholders.

Low influence/low interest

6.19. Stakeholders in this box are unlikely to be known to LLA and/or NATS and will not be adversely impacted by the proposed changes. Many will be people who live near to the airport but who will not be overflown below 7,000ft. There is no need for extensive targeted efforts to inform this population, but their views will be monitored during the consultation period in case a requirement to involve them develops.

Mapping of all these stakeholders can be found in Annex A of this document.

7. Main stakeholder interests

7.1. This proposal involves the establishment of new air arrival routes serving LLA, the redefinition of current shared arrival routes, the establishment of new controlled airspace and the partial disestablishment of existing controlled airspace. It would impact where or how airspace users could fly their aircraft.

7.2. The technical air-route and airspace changes would have practical implications, changing where aircraft arriving at LLA would fly. It would potentially change noise impacts (and other impacts such as visual intrusion) for communities overflown by the new routes. In the area where changes in overflight are below an altitude of 7,000ft, minimising the impact of aviation noise is the general priority according to government guidance[4].

Direct and Indirect engagement

7.3. From the beginning of this proposal we involved representative groups of stakeholders and sought their feedback to help shape its progress and its design. We have also identified other stakeholders with whom we will engage directly. We call this 'direct engagement' because we have identified the organisations and will make direct contact.

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[3] These would be technical amendments without causing changes to low altitude flight patterns for their airport

[4] The altitude-based priorities for impacts due to noise vs emissions are set by the Government in the Department for Transport's 2017 paper 'Guidance to the CAA on its environmental objectives when carrying out its air navigation functions, and to the CAA and wider industry on airspace and noise management', known as **ANG2017**, section 3 para 3.3.

7.4. 'Indirect engagement' refers to the publicity activity outlined in this document. It is indirect because we cannot know exactly who will take an interest but expect wider interest than those stakeholders engaged directly. We will ensure that responding to the consultation is as accessible as possible to all stakeholders and ensure they are properly informed through an appropriate mix of channels.

8. Approach: How will we consult?

8.1. Some stakeholders would be impacted positively, some negatively, and some won't consider themselves impacted at all although they may still have an opinion that they wish to express. Our consultation material will give clear information to allow them to do so. Its purpose is to ensure stakeholders can understand the information relevant to their interests, describe potential impacts as clearly as possible, and elicit useful feedback by asking appropriate questions.

Communication and engagement channels for consultation
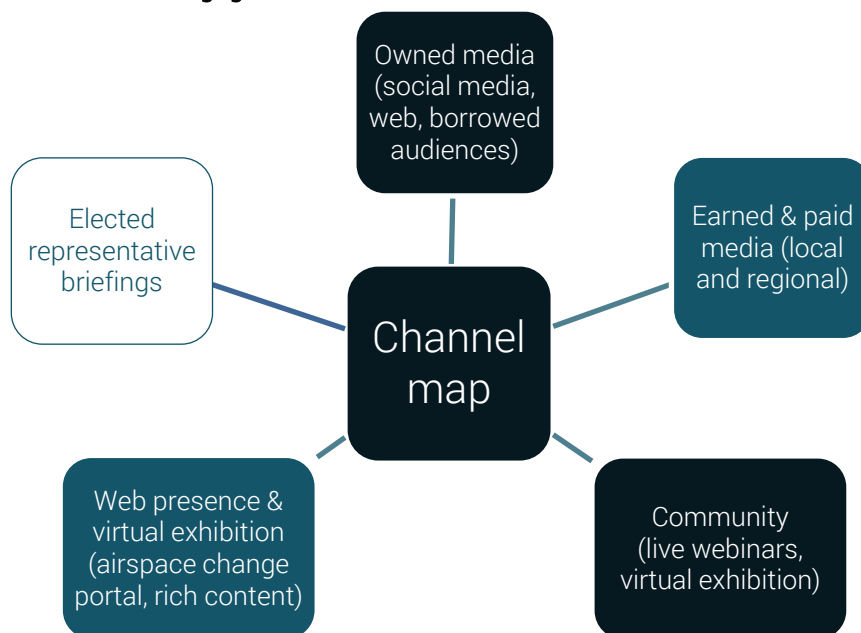
Figure 3 Communications and engagement channel map

8.2. Due to the ongoing impact of COVID-19 it is clear that the primary method for providing information, engaging with stakeholders, and gathering feedback during this consultation will be online. We do not plan to hold face-to-face events given the current social distancing requirements relating to public gatherings which are likely to remain in place for the duration of the consultation.

8.3. According to the Office for National Statistics[5], 93% of households in Great Britain had access to the internet in 2019, with 87% of adults using it daily, or almost every day. For news consumption, TV is the most-used platform by UK adults (79%), followed by the internet (64%), radio (44%) and newspapers (40%). The internet is the most popular platform among 16-24s (82%) and ethnic minority groups (EMGs) (73%)[4]. We will provide information in English on the basis that stakeholders whose first language is not English (fewer than 5% of the catchment population) can translate these using software such as Google translate. According to Google's tests, the accuracy of the translation depends on the languages translated. The test required mother-tongue language speakers to rate Google Translate with a scale between 0 and 6. The average rating[6] achieved was 5.43. We believe this to be sufficient for the purpose intended. It is also important to cater for stakeholders who are considered 'digitally excluded', this includes people who cannot and those who chose not to access the internet, which we believe to be around 15% of the catchment population[5]; the outline below includes means for reaching them.

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[5] Office for National Statistics internet usage (link)

[6] Google translation rating (link)

9. Consultation material

9.1. **Website:** The consultation material, and survey, will be available on the CAA's airspace change portal in a format which provides sufficient information for most stakeholders to be able to understand and respond. For those wanting more detail or technical information, the full Consultation Document (ref 10) and supporting information will also be available. Additionally, the airspace change portal will include a questions and answers page, see paragraph 15.3.

9.2. **Virtual exhibition:** To make the details of the proposal as accessible as possible we will offer a 'virtual public exhibition'. This will be a 3D mock-up of an exhibition space which visitors navigate online and click on 'hot spots' to understand the details of the proposal. This will help bring the consultation to life for those who do not want to read through the documentation, or who find it difficult to understand. The intention is to create an engaging user experience to encourage more people to think about the proposal and respond to the consultation questions.

9.3. **Video conferencing:** The joint sponsors will host a series of online video meetings to give stakeholders the opportunity to engage as directly as possible with us. Video conferencing is the best way of achieving this in the current situation. The virtual exhibition website will detail the registration process and the dates/times. We will hold an initial set of meetings (at least three), and from those, gauge the likely interest in holding more. The initial meetings would be held from week 2.

9.4. **Social media:** Links to the consultation website will be included in sub-pages of the sponsors' websites, including our social media platforms which will be used to target stakeholders appropriately and promote the consultation more broadly to the local area. Content generated to support this activity across digital platforms will be tailored to help stakeholders better understand the consultation and encourage them to respond.

9.5. **Media:** The sponsors will maintain consistent communications activity, including local newspaper articles and broadcast interviews, which will also help raise awareness and direct stakeholders to the online consultation. See Annex B.

9.6. There are several groups which should be considered as 'digitally excluded' or 'seldom heard' audiences. These are detailed in the table below, which shows how we will communicate with them about the consultation, and how they can respond.

Group	Communication method	Consultation response method
Older people – over 75s: These range from 5.6% (Luton) to 8.4% (East of England) of the population based on ONS data[7].	Adverts in local/regional newspapers and information cascade requests to local support groups e.g. Age UK	Paper responses can be submitted to a postal address (set out at paragraph 15.9)
People with a learning disability relating to communication, memory and concentration. People in this group number about 5% of the population	Umbrella organisation reach-out with information and notices to syndicate through to their audiences, e.g. Luton Community Learning Disability Team	Request support groups to co-ordinate responses (will be encouraged to submit online)
Ethnic minority non-English speakers: this is about 11% within the town of Luton and 3% outside. The consultation, while likely to be of interest to Luton town, does not directly impact it.	Information cascade requests to local support groups and/or social media community groups e.g. Facebook local groups	Online and paper response methods available. We will use online facilities such as Google translate where responses are not in English

9.7. Note: if we identify further groups who fall within these categories, we will carry out a similar approach of identifying the most appropriate communication and consultation response method.

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[7] Luton 2011 census data (link)

10.   The Consultation Document

The general format of the document is set out so more technical detail will be provided the further the reader progresses through the document, as follows:

10.1.   Executive summary, including a statement of scope (proposed changes to LLA's arrivals)

10.2.   Introduction and overview, including what this consultation is for, its scope, and statements on the Airspace Modernisation Strategy, the Masterplan and the Future Airspace Strategy - South (FASI-S).

10.3.   A section describing key technical details, introducing aviation concepts, how noise and greenhouse gas emissions are measured and relevant information to allow consideration of the rest of the document.

10.4.   A section describing current impacts on those overflown below 7,000ft (such as noise). This section is written in plain English with aviation technical terms kept to a minimum and explained where appropriate. We need to explain certain air traffic control concepts because their application would lead to changes impacting local communities. It includes operational diagrams explaining where, how high, and how often aircraft currently fly in the region.

10.5.   A section similar to the previous section, describing the proposed options and their potential impacts, written in a similar style. Our preferred option is clearly identified, with reasons. Having read up to this point, non-aviation experts will be able to understand and form an opinion on how this proposal affects them and will be able to provide an informed response.

10.6.   A section providing a step by step walk-through of how to use the provided maps and data to understand the current and proposed noise impacts.

10.7.   A section describing current and predicted impacts on aviation and airspace users (such as changes to controlled airspace volumes and arrival routes) which is directed primarily at aviation stakeholders. This section starts with a caveat statement that it assumes familiarity with aviation technical terms.

10.8.   A section on the consultation process itself, including how to respond, what happens to responses, and what happens after the consultation closes, mirroring the text in this document.

10.9.   A reversion statement, explaining what could happen if unexpected issues occur after the implementation of this proposal, should it be approved.

10.10. Annexes providing a printable copy of the survey questions for completion by hand suitable for mailing to the sponsors' postal address, and supplementary technical data.

10.11. The Consultation Document uses data drawn from the Full Options Appraisal document. Both documents use our most up-to-date, credible information and appropriate forecasts including the consideration of potential increases in air traffic due to LLAL's Development Consent Order (DCO). The Consultation Document and Full Options Appraisal document both summarise the forecasts, data sources, and briefly summarise the assumptions and methodology for each analysis type.

11.   Requests for a paper copy of the Consultation Document

11.1.   We will supply a paper copy of the Consultation Document under the following conditions:

- Request to be sent in writing to the postal response address at least fourteen days before the consultation closes

- One copy of the Consultation Document will be posted in return

11.2.   We cannot accept responsibility for errors in the postal service where requests do not reach us, or where our return post does not reach the recipient.

12.   Engaging 'high interest' stakeholders

12.1.   At the start of the consultation those stakeholders for whom we have contact details will be emailed to inform them and direct them to the airspace change portal. This includes those stakeholders with whom we already have a working relationship through earlier engagement. High interest stakeholders with whom we did not previously have a working relationship on this proposal, would have been

contacted as part of our preparation activities. (All these stakeholders have email and internet access. If there are any exceptions this will be recorded).

12.2. During the consultation period, 'high influence/high interest' stakeholders will be actively invited to at least one video conference event with the sponsors, including a question and answer opportunity and potentially joint with other stakeholders in this category should their interests and expertise align.

12.3. Low influence/high interest stakeholders will be given the opportunity to register for a video conference event through the promotion of the virtual exhibition hall, the airspace change portal, or via direct contact if applicable.

12.4. At these events, both technical and non-technical members of the sponsors' project team will be present to answer questions. We will aim to make these meetings geographically specific to focus on particular local issues. These events will always be aimed at the specific community areas ensuring the process is tailored to them.

12.5. We do not have contact details for all of these stakeholders, therefore we will use a variety of communications tools and approaches to acquire those we lack, i.e. phone number or email address for the most appropriate individual in each organisation listed in Annex A. Part of this contact gathering process will involve giving notice of the consultation.

12.6. Not all of those in the 'low influence/high interest box can be reached through traditional channels such as local media and will require an additional, tailored approach, such as gatekeeper organisations and groups. See the 'digitally excluded' table at paragraph 9.6 (p.11).

12.7. The online format of the consultation should appeal to a wide range of these stakeholders, including many seldom heard audience groups. The Consultation Institute[8] found that face-to-face methods often did not attract opinions from seldom heard groups including younger people, refugees, economic migrants, asylum seekers, those with physical or mental illnesses / disabilities, and ethnic minority groups. The online-led nature of this consultation therefore could generate a response more representative than usual of the wider population demographic.

13. Media activity and promoting the consultation more widely

13.1. Strong traditional media engagement will be a crucial part of flagging the consultation and encouraging participation. We will ensure media are aware it is coming and can diarise it accordingly. We will review the efficacy of our approach throughout the consultation and adjust it as necessary.
Our objectives are to:

- Ensure the media understands why the consultation is of interest to their readers/ listeners/ viewers and the role they can play in ensuring a robust response

- Provide a comprehensive information pack with easy to understand graphics, videos, maps and images and supplement that information as necessary as the consultation proceeds

- Signpost consultation milestones, resources and engagement events

- Support editorial activity with advertising in both traditional media and social media channels

13.2. Milestones such as consultation launch, the dates and times of online events and the start of the final week will be marked by press releases. All press releases will be made available on both NATS and London Luton Airport's websites and linked to through our social media channels.

13.3. Local media will be targeted in the catchment area (overflights below 7,000ft where changes are expected). NATS and London Luton Airport's B2B aviation media will also be made aware of the consultation. See Annex B.

13.4. We aim to start pre-briefing on the consultation in the month prior to the consultation and NATS-LLA spokespeople will be available where possible for embargoed interviews w/c 12 October. Media interviews and one-to-one briefings will be routinely offered to local press (print, broadcast) throughout

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[8] The Consultation Institute article (link)

the consultation period, with spokespeople from NATS and/or LLA. Filming opportunities at LLA are possible for broadcast interviews if/when appropriate.

14. Consultation length, and illustrative timeline of activities

Consultation Duration

14.1.   The proposed consultation launch date is Monday 19th October 2020 at 0001. The closing date is 5th February 2021 at 2359, this is a duration of 15 weeks 5 days. Note the duration of the consultation is extended to take account of the festive holiday period.

14.2.   The target for implementing this proposal is February 2022. Consultation commencing in October is favourable for the sponsors in terms of traffic predictions (recovery from COVID-19) and the timeline required for implementation.

Launch, and the first two weeks

14.3.   Embargoed media briefings for traditional media in the month prior to launch.

14.4.   Press release the week before launch with paid Social Media support.

14.5.   Email to identified stakeholders on the day of launch and/or prior to day of launch as appropriate.

14.6.   Media activity / press releases for all stakeholders on launch day.

14.7.   Responsive media engagement as required as the consultation beds in

The core engagement period

14.8.   The period from early November to mid-December is the core engagement period. At or about the mid-point we will directly contact those known stakeholders (yet to respond) to remind them of the end-date and encourage them to respond before the end of year holiday period. Media activity will be also be refreshed to mark the mid-point. We expect most of the video conferencing events to be completed during this core period.

Approaching the end of the consultation

14.9.   A final reminder will be issued in the final weeks of the consultation period. This will include media activity, and we will directly contact known stakeholders (yet to respond) to give a final reminder that the opportunity to respond is now limited.

14.10. The online consultation will close on 5th February 2021 at 2359 GMT (15 weeks 5 days duration).
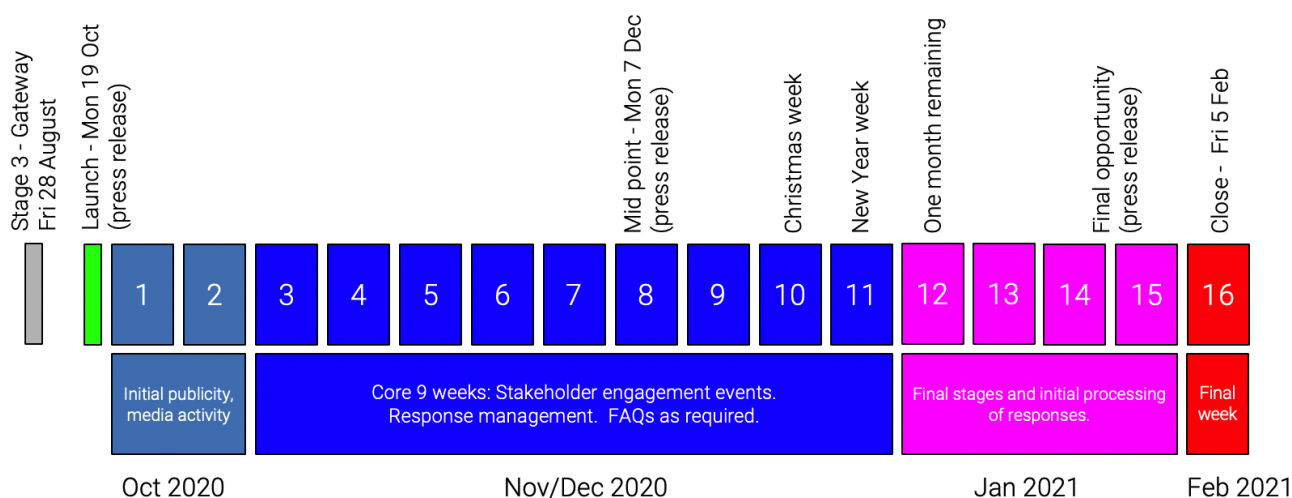
Illustrative timeline of activities

Figure 4 Overview of Stage 3 consultation activities, by week

Liaison with the CAA during the consultation

14.11. This consultation is the first large-scale Level 1 airspace change consultation held during a pandemic.

14.12. During the consultation we will formally meet, online and at least twice during the Core Period (see Figure 4), with representatives from the CAA's Airspace Regulation Team.

14.13. The purpose of these meetings will be to discuss progress, consider if further guidance is needed, and to consider the effectiveness of the consultation and associated activities.

14.14. These meetings will be minuted, redacted and uploaded to the CAA's airspace change portal, for transparency.

14.15. This CAA liaison provides assurance that the co-sponsors and the Regulator are taking reasonable steps to ensure the effectiveness of the consultation under unusual circumstances.

Unexpected events, escalation, extension

14.16. We have made robust plans for this consultation but, by definition, unexpected events may occur.

14.17. There are three escalating outcomes, on a sliding scale which can be generalised as a short pause in the consultation, a significant pause in the consultation or a major event causing significant disruption to the consultation.

14.18. Should such an event manifest, we will analyse the situation, consider where the event falls in the scale above, and contact the CAA for guidance on resolution. The impact of COVID-19 has already been considered, and the consultation period offset from the August gateway to an October start date to allow for partial traffic recovery. As the consultation strategy involves no face-to-face or public events, the impact of strict social distancing, the UK returning to lockdown, or part of this region returning to lockdown has been minimised.

15. Responding to the Consultation

The CAA Airspace Change Portal

15.1. We expect the majority of access to the consultation, including responses, to be managed via the CAA's airspace change portal. Its unique reference link is: https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals

15.2. The portal will present the consultation materials in a format which is easily accessible and if stakeholders require further information they can drill down into further levels of detail and analysis. A copy of the Consultation Document (for viewing on screen or for downloading to print) will be available, and an online survey to capture feedback. The Full Options Appraisal and this Strategy document will also be available to download.

15.3. The sponsors will provide an opportunity for stakeholders to ask questions throughout the consultation period. There will be a dedicated questions page on the airspace change portal, which stakeholders can search by question category and ask a new question if they wish. Any questions requiring clarity and amplification will be passed to sponsors' representatives to be answered by a specialist in that subject category. All relevant questions and answers will be posted on the online portal for others to view. FAQs will include examples of how to extract information from the consultation materials.

15.4. The online survey will automatically acknowledge responses by sending a completion message back to the user, via the contact email address provided by the respondent. Relevant GDPR statements will be included in areas of data capture such as event registration and consultation response submission.

15.5. Responses to the survey will be moderated and published on the portal.

Responding to the consultation – primarily online, with a postal option

15.6. The CAA requires all responses to the consultation to be published on their airspace change portal. Therefore, responses should be self-input by the stakeholder via the online survey. For those stakeholders who do not have internet access, there will be a mechanism for sending postal responses

although we note that, due to COVID-19 restrictions, these may incur some short-term delays compared to normal service. This should be taken into account by stakeholders using this method.

15.7.   The online response questionnaires will highlight which questions are mandatory or optional, but all stakeholders will be able to respond to all questions.

15.8.   Paper responses to the consultation may be submitted.

15.9.   The address for postal responses is:

   Airspace Change
   Flight Operations
   London Luton Airport
   Percival House, Percival Way
   Luton
   LU2 9NU

15.10.   Should a stakeholder require acknowledgement of receipt, we request the use of a recorded delivery service, or to enclose a self-addressed envelope stamped with adequate postage for a receipt slip - proof of postage is not proof of delivery and we will be otherwise unable to acknowledge receipt of responses.

15.11.   The sponsors will input all paper responses manually into the CAA portal.

16.   After the consultation ends

16.1.   We will carry out a transparent and comprehensive review and categorisation of consultation responses as they arrive, in accordance with a theming framework, helping us to understand and quantify the feedback. Early responses will inform and develop our categorisation framework. Specific themes will not be finalised until a significant number (50 is usually sufficient) of responses has been received and analysed.

16.2.   This categorisation of results will reveal themes and information which may lead to a change in the proposed design, and other themes and information which would not lead to a change.

16.3.   We will publish a report, under Step 3D of the CAP1616 process, which summarises the results into these two categories. This is the first consultation feedback report.

16.4.   Next we will thoroughly review the items which may lead to a change in the proposed design and consider whether each item will or will not lead to an actual change – reasons will be provided either way, and the output will become the second consultation feedback report. We will also publish the revised final design, and complete a final options appraisal based on that revised design.

16.5.   These three documents comprise Step 4A of the CAP1616 process and will be followed by the formal application for an airspace change proposal under Step 4B.

17.   Reversion Statement

17.1.   We consider the designs presented in this consultation to be the 'do minimum' option. The 'do nothing' option has been discounted at the previous Stage of the process, however doing nothing is used for comparison with the baseline.

17.2.   We have identified that the intensity of workload complexity may become unsustainable for air traffic controllers. While the amount of air traffic has been impacted by the 2020 coronavirus pandemic, the need to change the design of this airspace remains. We must ensure it is fit for purpose when traffic recovers to pre-pandemic levels, and we must allow for potential future growth.

17.3.   In order to maintain safety, which is our highest priority, temporary limits are placed on the number of flights entering the sector when the workload is predicted to exceed safe limits. This causes delay and is a short-term solution to the underlying problem. The longer the temporary limits are applied, the later flights are pushed back in the day, causing different complexity issues for controllers, airports and airlines, and can cause flights to be delayed into the night-time noise period.

17.4. Should the proposal be approved and implemented, it would be extremely difficult to revert to the pre-implementation state. This is due to the reduction in complexity and controller workload this proposal is designed to bring to the region, increasing its capacity. Reintroducing a high-complexity, high-workload environment at the same time as traffic is predicted to increase to a level unsustainable by that environment is not a desirable situation.

17.5. In the unlikely event of unexpected issues caused by this proposal, short notice changes could be made via flight planning restrictions or other temporary notices to the aviation community. Direct reversion to the pre-existing arrangements could not occur. Any long-term issues identified would need to be resolved either at the post-implementation review (PIR) stage or by another airspace change.

18. Conclusion

18.1. We consider this consultation strategy to be reasonable, proportionate and robust. We will manage the consultation in accordance with this strategy, which has been prepared to ensure the greatest likelihood of success.

18.2. Sections 6 and 7 describe how we have analysed our stakeholder groups and classified them according to primary interest and type of engagement.

18.3. Section 8 describes how we will generate an appropriate level of participation from our four main stakeholder types. It describes how we have tailored our approach to communicate with each stakeholder type, to be engaging and informative.

18.4. Sections 9, 10 and 11 describe the material produced, that it is detailed enough for all stakeholders to be fully informed but as understandable as possible by those without aviation expertise, and describes how requests for a paper copy of the document will be handled.

18.5. Section 12 describes how we would inform and engage high-interest stakeholders in this consultation.

18.6. Section 13 describes the media activity and promotion of the awareness of the consultation.

18.7. Section 14 describes the duration of the consultation and activity timeline and considers the unexpected.

18.8. Section 15 sets out expectations of how stakeholders can respond to the consultation.

18.9. Section 16 describes what we will do with the output of the consultation and how it will inform the proposal.

18.10. These steps all minimise the chances of the consultation failing by aligning with the Gunning Principles described in Section 1.

Annex A.   List of Stakeholders and Mapping Categories

These listed stakeholders have been mapped based on their expected level of influence and interest, as discussed in Section 6 on p.7. Also included is a column denoting whether or not they are members of the London Luton Airport Consultative Committee **LLACC** or both LLACC and the Noise and Track Sub Committee **NTSC**.

Mapping Key			Membership Key
Actively Engage (AE)	Keep Satisfied (KS)	Monitor (M)	LLACC – just a member of the consultative committee LLACC & NTSC – members of both

County Councils

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
CC001	Buckinghamshire Council	AE	LLACC & NTSC	CC002	Cambridgeshire	AE	
CC003	Central Bedfordshire Council	AE	LLACC & NTSC	CC004	Hertfordshire County Council	AE	LLACC & NTSC

District, Borough and City Councils

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
DC001	Dacorum Borough Council	AE	LLACC & NTSC	DC002	Luton Borough Council	AE	LLACC
DC003	North Hertfordshire District Council	AE	LLACC & NTSC	DC004	St Albans City and District Council	AE	LLACC & NTSC
DC005	Stevenage Borough Council	AE	LLACC	DC006	Welwyn Hatfield Council – Head of Planning	AE	
DC007	East Herts District Council – Head of Planning	AE		DC008	South Cambridge District Council	AE	
DC009	Huntingdonshire District Council	AE		DC010	Central Bedfordshire Council	AE	LLACC & NTSC

Parish, Community and Town Councils

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
PC001	Bedfordshire Association of Town and Parish Councils	KS	LLACC & NTSC	PC002	Buckinghamshire and Milton Keynes Association of Local Councils	KS	LLACC & NTSC
PC003	Hertfordshire Association of Town and Parish Councils	KS	LLACC & NTSC	PC004	Kings Walden Parish Council	KS	
PC005	East Herts – Ardley Parish Council	KS		PC006	East Herts – Aspenden Parish Council	KS	
PC007	East Herts – Benington Parish Council	KS		PC008	East Herts – Buckland Parish Council	KS	

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
PC009	East Herts – Buntingford Parish Council	KS		PC010	East Herts – Cottered Parish Council	KS	
PC011	East Herts – Hormead Parish Council	KS		PC012	East Herts – Walkern Parish Council	KS	
PC013	East Herts – Westmill Parish Council	KS		PC014	Central Beds – Biggleswade Town Council	AE	
PC015	Central Beds – Ampthill Town Council	M		PC016	Central Beds – Arlesey Town Council	KS	
PC017	Central Beds – Barton-Le-Clay Parish Council	KS		PC018	Central Beds – Campton and Chicksands Parish Council	KS	
PC019	Central Beds – Clifton Parish Council	KS		PC020	Central Beds – Clophill Parish Council	KS	
PC021	Central Beds – Dunstable Town Council	KS		PC022	Central Beds – Dunton Parish Council	KS	
PC023	Central Beds – Eaton Bray parish Council	KS		PC024	Central Beds – Eggington Parish Council	KS	
PC025	Central Beds – Flitwick Town Council	KS		PC026	Central Beds – Harlington Parish Council	KS	
PC027	Central Beds – Heath and Reach Parish Council	KS		PC028	Central Beds – Henlow Parish Council	KS	
PC029	Central Beds – Hocklife Parish Council	KS		PC030	Central Beds – Houghton Regis Council	KS	
PC031	Central Beds – Kensworth Parish Council	KS		PC032	Central Beds – Leighton Linslade Town Council	KS	
PC033	Central Beds – Maulden Parish Council	M		PC034	Central Beds – Meppershall Parish Council	KS	
PC035	Central Beds – Milton Bryan Parish Meeting	KS		PC036	Central Beds – Moggerhanger Parish Council	AE	
PC037	Central Beds – Northill Parish Council	M		PC038	Central Beds – Old Warden Parish Council	M	
PC039	Central Beds – Potsgrove Parish Meeting	KS		PC040	Central Beds – Potton Town Council	AE	
PC041	Central Beds – Pulloxhill Parish Council	KS		PC042	Central Beds – Sandy Town Council	AE	
PC043	Central Beds – Shefford Town Council	AE		PC044	Central Beds – Shilington Parish Council	AE	
PC045	Central Beds – Silsoe Parish Council	AE		PC046	Central Beds – Southill Parish Council	AE	
PC047	Central Beds – Stanbridge Parish Council	KS		PC048	Central Beds – Stondon Parish Council	KS	

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
PC049	Central Beds – Stotfold Town Council	KS		PC050	Central Beds – Streatley Parish Council	KS	
PC051	Central Beds – Sundon Parish Council	KS		PC052	Central Beds – Sutton Parish Council	KS	
PC053	Central Beds – Tempsford Parish Council	M		PC054	Central Beds – Tilswoth Parish Council	KS	
PC055	Central Beds – Tingrith Parish Meeting	KS		PC056	Central Beds – Toddington Parish Council	KS	
PC057	Cenral Beds – Totterhoe Parish Council	KS		PC058	Central Beds – Westoning Parish Council	KS	
PC059	Centreal Beds – Whipsnade Parish Council	KS		PC060	Central Beds – Wrestlingworth and Cockayne Hatley Parish Council	KS	
PC061	Buckinghamshire – Aston Abbotts Parish Council	KS		PC062	Buckinghamshire – Aylesbury Town Council	KS	
PC063	Buckinghamshire – Biertn Parish Council	KS		PC064	Buckinghamshire – Buckland Parish Council	KS	
PC065	Buckinghamshire – Cheddinton Parish Council	KS		PC066	Buckinghamshire – Cublington Parish Council	KS	
PC067	Buckinghamshire – Hulcott Parish Council	KS		PC068	Buckinghamshire – Ivinghoe Parish Council	KS	
PC069	Buckinghamshire – Marsworth Parish Council	KS		PC070	Buckinghamshire – Mentmore Parish Council	KS	
PC071	Buckinghamshire – Pitstone Parish Council	KS		PC072	Buckinghamshire – Pitstone Parish Council	KS	
PC073	Buckinghamshire – Slapton Parish Council	KS		PC074	Buckinghamshire – Soulbury Parish Council	KS	
PC075	Buckinghamshire – Stewkley Parish Council	KS		PC076	Buckinghamshire – Stoke Mandeville Parish Council	KS	
PC077	Buckinghamshire – Stoke Mandeville Parish Council	KS		PC078	Buckinghamshire – Hartwell Parish Council	KS	
PC079	Buckinghamshire – Weedon Parish Council	KS		PC080	Buckinghamshire – Weston Turnville Parish Council	KS	
PC081	Buckinghamshire – Wing Parish Council	KS		PC082	Buckinghamshire – Wingrave Parish Council	KS	
PC083	North Herts – Ashwell Parish Council	KS		PC084	North Herts – Barkway Parish Council	KS	
PC085	North Herts – Barley Parish Council	KS		PC086	North Herts – Caldecote and Newnham Parish Council	M	
PC087	North Herts – Ickleford Parish Council	KS		PC088	North Herts – Kings Walden Parish Council	KS	

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
PC089	North Herts – Lilley Parish Council	KS		PC090	North Herts – Offley (with Cockernhoe) Parish Council	KS	
PC091	North Herts – Pirton Parish Council	KS		PC092	North Herts – Preston Parish Council	M	
PC093	North Herts – Reed Parish Council	KS		PC094	North Herts – Royston Town Council	KS	
PC095	North Herts – Rushend and Wallington Parish Council	KS		PC096	North Herts – Sandon Parish Council	KS	
PC097	North Herts – St Ippolyts Parish Council	M		PC098	North Herts – St Paul's Walden Parish Council	KS	
PC099	North Herts – Therfield Parish Council	KS		PC100	North Herts – Weston Parish Council	KS	
PC101	North Herts – Wymondley Parish Council	KS		PC102	North Herts – Clothall and Luffenhall Parish Meeting	KS	
PC103	North Herts – Hexton Parish Meeting	KS		PC104	North Herts – Kelshall Parish Meeting	AE	
PC105	South Cambs - Abington Pigotts Parish Meeting	KS		PC106	South Cambs – Arrington	KS	
PC107	South Cambs - Balsham	KS		PC108	South Cambs - Barrington	KS	
PC109	South Cambs - Barton	M		PC110	South Cambs - Bassingbourn-cum-Kneesworth	KS	
PC111	South Cambs - Carlton cum Willingham	M		PC112	South Cambs - Castle Camps	KS	
PC113	South Cambs - Caxton	M		PC114	South Cambs - Conington Parish Meeting	M	
PC115	South Cambs – Croxton	M		PC116	South Cambs - Croydon	KS	
PC117	South Cambs – Duxford Village	KS		PC118	South Cambs – Elsworth	M	
PC119	South Cambs – Eltisley	M		PC120	South Cambs – Eversdens	AE	
PC121	South Cambs – Fowlmere	KS		PC122	South Cambs – Foxton	KS	
PC123	South Cambs – Gamlingay	M		PC124	South Cambs – Graveley	AE	
PC125	South Cambs – Great and Little Chishill	KS		PC126	South Cambs – Litlington	KS	
PC127	South Cambs – Little Gransden	M		PC128	South Cambs – Longstowe	M	
PC129	South Cambs – Melbourn	KS		PC130	South Cambs – Meldreth	KS	
PC131	South Cambs – Orwell	KS		PC132	South Cambs – Shepreth	KS	
PC133	South Cambs – Shingay-cum-Wendy	KS		PC134	South Cambs – Steeple Morden	KS	
PC135	South Cambs – Swavesey	M		PC136	South Cambs – Tadlow Parish meeting	KS	
PC137	South Cambs – Toft	M		PC138	South Cambs – Whaddon	KS	

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
PC139	Huntingdonshire – Waresley-cum-Tetworth Parish Council	M		PC140	Huntingdonshire – Great Gransden Parish Council	M	
PC141	Huntingdonshire – Perry Parish Council	M		PC142	Huntingdonshire – Grafham Parish Council	M	
PC143	Huntingdonshire – Buckden Parish Council	M		PC144	Huntingdonshire – Diddlington Parish Council	M	
PC145	Huntingdonshire – Southoe and Midloe Parish Council	M		PC146	Huntingdonshire – Offord Cluny and Offord D'Archy Parish Council	M	
PC147	Huntingdonshire – Brampton Parish Council	M		PC148	Huntingdonshire – Ellington Parish Council	M	
PC149	Huntingdonshire – Easton Parish Council	M		PC150	Huntingdonshire – Kimbolton Parish Council	M	
PC151	Huntingdonshire – Spaldwick Parish Council	M		PC152	Huntingdonshire – Stow Longa Parish Council	M	
PC153	Huntingdonshire – Alconbury Parish Council	M		PC154	Huntingdonshire – Barham and Wooley Parish Council	M	
PC155	Huntingdonshire – Godmanchester Parish	M		PC156	Huntingdonshire – Hilton Parish Council	M	
PC157	Huntingdonshire – Eynesbury Parish Council	M		PC158	Huntingdonshire – Eaton Socon Parish Council	M	
PC159	Huntingdonshire – Priory Park South Parish Council	M		PC160	Huntingdonshire – Priory Park Parish Council	M	
PC161	Huntingdonshire – Priory Park East Parish Council	M		PC162	Huntingdonshire – Crosshall Parish Council	M	

Community Organisations

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
CM001	Breachwood Green Society	AE	LLACC	CM002	HarpendenSky	AE	
CM003	LADACAN	AE	LLACC & NTSC	CM004	London Luton Airport Town and Village Community Committee (LLATVCC)	AE	LLACC & NTSC
CM005	People Against Aircraft Intrusive Noise (PAIN)	AE	LLACC & NTSC	CM006	St Albans Quieter Skies (STAQS)	AE	LLACC
CM007	Stop Luton Airport Expansion	AE	LLACC				

National organisations with an interest in the environment and conservation

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
EN001	Environment Agency	AE		EN002	National Trust	AE	
EN003	Friends of the Earth (Luton group)	AE		EN004	Campaign to Protect Rural England (CPRE)	AE	
EN005	Natural England	AE		EN006	Forestry Commission	AE	

Members of Parliament

Our Ref	Name	Constituency	Mapping	Membership	Our Ref	Name	Constituency	Mapping	Membership
MP001	Jonathan Djanogly	Huntingdon County	AE		MP002	Rachel Hopkins	Luton South Borough	AE	
MP003	Richard Fuller	North East Bedfordshire	AE		MP004	Stephen McPartland	Stevenage County	AE	
MP005	Anthony Browne	South Cambridgeshire	AE		MP006	Sir Oliver Heald	North East Hertfordshire County	AE	
MP007	Shailesh Vara	North West Cambridgeshire	AE		MP008	Gagan Mohindra	South West Hertfordshire	AE	
MP009	Mohammad Yasin	Bedford	AE		MP010	Daisy Cooper	St Albans	AE	
MP011	Mike Penning	Hemel Hempstead	AE		MP012	Grant Shapps	Welwyn Hatfield	AE	
MP013	Nadine Dorries	Mid Bedfordshire	AE		MP014	Bim Afolami	Hitchin & Harpenden	AE	
MP015	Greg Smith	Buckingham	AE		MP016	Lucy Frazer	South East Cambridgeshire	AE	
MP017	Andrew Selous	South West Bedfordshire	AE		MP018	Daniel Zeichner	Cambridge	AE	
MP019	Sarah Owen	Luton North	AE						

National Air Traffic Management Advisory Committee NATMAC

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
NM001	Airlines UK	AE		NM002	British Hang Gliding and Paragliding Association (BHPA)	AE	
NM003	Airspace4All	AE		NM004	British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo)	AE	
NM005	Airport Operators Association (AOA)	AE		NM006	British Model Flying Association (BMFA)	AE	
NM007	Airfield Operators Group (AOG)	AE		NM008	British Skydiving	AE	
NM009	Aircraft Owners and Pilots Association (AOPA)	AE		NM010	Drone Major	AE	

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
NM011	Airspace Change Organising Group (ACOG)	AE		NM012	General Aviation Alliance (GAA)	AE	
NM013	Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	AE		NM014	Guild of Air Traffic Control Officers (GATCO)	AE	
NM015	Aviation Environment Federation (AEF)	AE		NM016	Honourable Company of Air Pilots (HCAP)	AE	
NM017	British Airways (BA)	AE		NM018	Helicopter Club of Great Britain (HCGB)	AE	
NM019	BAE Systems	AE		NM020	Heavy Airlines	AE	
NM021	British Airline Pilots Association (BALPA)	AE		NM022	Iprosurv drone pilot network	AE	
NM023	British Balloon and Airship Club	AE		NM024	Light Aircraft Association (LAA)	AE	
NM025	British Business and General Aviation Association (BBGA)	AE	LLACC	NM026	Low Fare Airlines	AE	
NM027	British Gliding Association (BGA)	AE		NM028	Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM including USAFE)	AE	
NM029	British Helicopter Association (BHA)	AE		NM030	PPL/IR (Europe)	AE	

Airlines, Airports, Local Aerodromes, Aviation interests

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
AV001	easyJet	AE	LLACC & NTSC	AV002	Yak UK	KS	
AV003	Ryanair	AE		AV004	Cambridge Marshall Airport	KS	
AV005	BlueAir	AE		AV006	Cranfield Airport	KS	
AV007	Wizzair	AE		AV008	London Stansted Airport	AE	
AV009	NetJets	AE		AV010	Cambridge Gliding Club Gransden Lodge	KS	
AV011	Gama Aviation	AE		AV012	East Anglian Rocketry Society EARS	AE	
AV013	TUI	AE		AV014	GoSkyDive (potential new base at Little Staughton)	KS	
AV015	Lux Aviation	AE		AV016	Meteorological Office Cardington	KS	
AV017	Air Charter Scotland	AE		AV018	London Heathrow Airport	KS	
AV019	Oryx Jet	AE		AV020	London/City Airport	KS	
AV021	Vueling	AE		AV022	London Southend Airport	KS	
AV023	Flair Jet	AE		AV024	Little Gransden Aerodrome	KS	
AV025	Signature Aviation	AE		AV026	Oxford Aerodrome	KS	

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
AV027	Vista Jet	AE		AV028	Andrewsfield Aerodrome	KS	
AV029	Ntasa	AE		AV030	Elstree Aerodrome	KS	
AV031	West Atlantic	AE		AV032	Stapleford Aerodrome	KS	
AV033	Harrods Aviation	AE		AV034	Fowlmere Aerodrome	KS	
AV035	Rockwell Collins	AE		AV036	Peterborough Conington	KS	
AV037	El Al Airlines	AE		AV038	Lyveden Gliding	KS	
AV039	DHL	AE		AV040	Little Shelford	KS	
AV041	MNG Airlines	AE		AV042	Audley End	KS	
AV043	Pen Avia	AE		AV044	Ridgewell Gliding	KS	
AV045	Local GA Users	AE		AV046	Upwood Gliding	KS	
AV047	Airspace4All	KS		AV048	Earls Colne Aerodrome	KS	
AV049	Duxford Aerodrome	KS		AV050	Rayne Hall Farm	KS	
AV051	London Gliding Club at Dunstable	AE		AV052	London Gatwick Airport	KS	
AV053	North Weald Flight Training	KS		AV054	National Police Air Service	KS	
AV055	Shuttleworth Old Warden	KS		AV056	Essex & Herts Air Ambulance	KS	
AV057	Sywell Aerodrome	KS		AV058	East Anglian Air Ambulance	KS	

Other Miscellaneous Stakeholders

Our Ref	Organisation	Mapping	Membership	Our Ref	Organisation	Mapping	Membership
MS001	Bickerdike Allen and Partners	AE	NTSC	MS002	Chamber of Commerce	AE	LLACC
MS003	Transport and General Worker's Union (TGWU local branch)	AE	LLACC	MS004	Chilterns Conservation Board AONB	AE	
MS005	Freight Aircraft Operator Representative	AE	LLACC & NTSC	MS006	Airline Representative	AE	LLACC
MS007	LLACC Independent Chair	AE	LLACC & NTSC				

Annex B. Media targets

Local and regional media will be the focus of all media activity and will likely include outlets such as:

BBC Radio Cambridgeshire (broadcast)	Business Weekly (print)	Cam FM (broadcast)
Cambridge 105 Radio (broadcast)	Cambridge Independent (print)	Cambridge Magazine (print)
Cambridge Network (online)	Cambridge News (print and online)	Cambridge Student (print)
Cambridge TV (broadcast)	Connected (print)	Eastlife (print)
Huntingdon & St Ives News and Crier (print)	Livelife (print)	Royston Weekly News (print)
Saffron Walden Weekly News (print)	South Cambs (print)	Star Radio (broadcast)
Business Focus (print)	BBC News Online – Beds, Herts, Bucks bureau (online)	Bedfordshire & Milton Keynes Focus (print)
Herald & Post (Luton) (print)	Diverse FM (broadcast)	Essex Focus (print)
Luton News (print and online)	Inspire FM (broadcast)	Leighton Buzzard Observer (print and online)
Hertfordshire Life (print)	Luton on Sunday (print)	Bishop's Stortford Reporter (print)
The Saffron Walden Reporter (print)	Royston Crow (print)	The Comet group (print)
Walden Local (print)		

Aviation specific B2B publications will be briefed and are likely to include the following print magazines and their online counterparts:

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

General Aviation publications will be briefed and are likely to include the following print magazines and their online counterparts:

Flyer	Pilot	Light Aviation

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