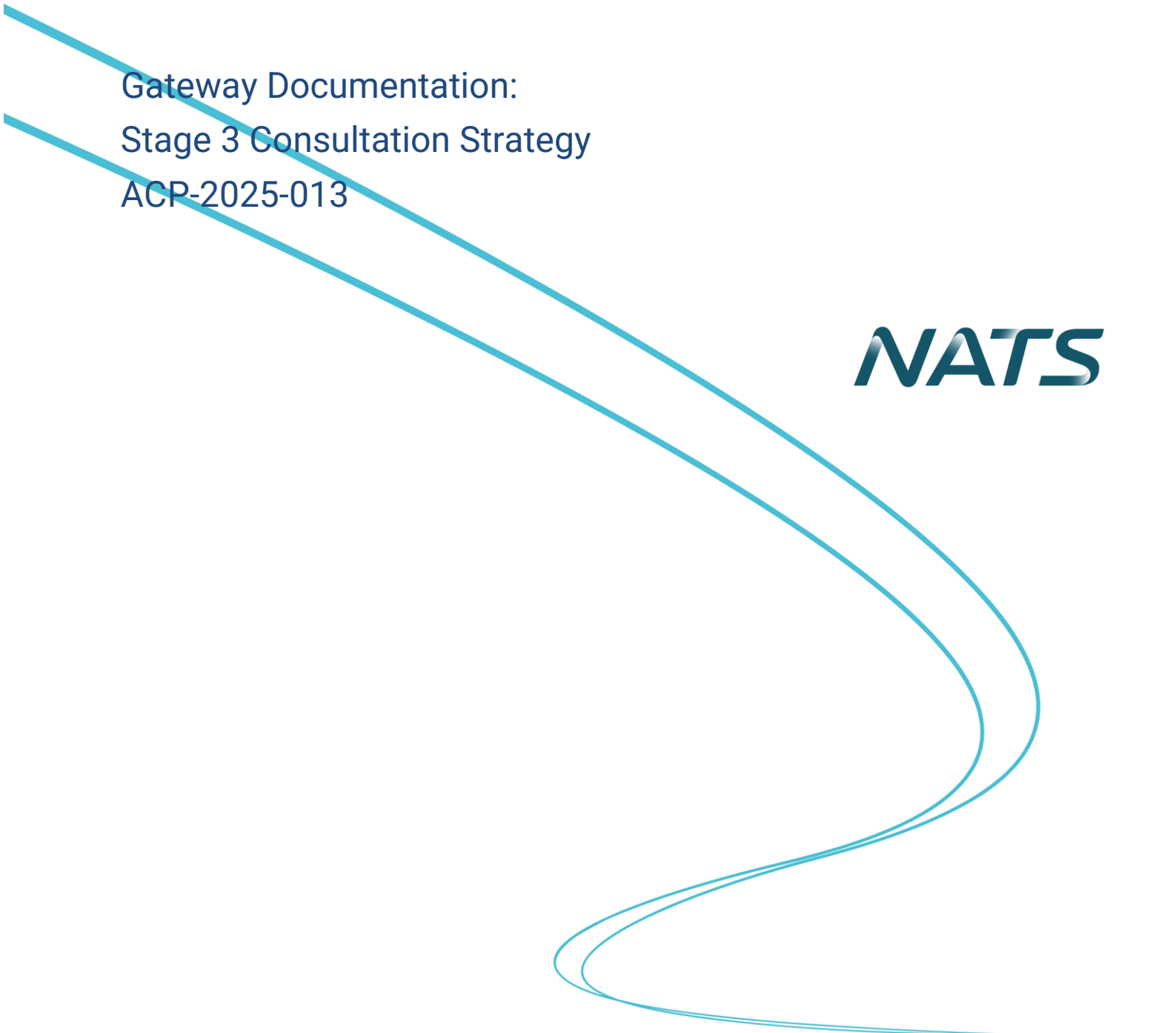


# Modernising Midlands Airspace

Gateway Documentation:  
Stage 3 Consultation Strategy  
ACP-2025-013

***NATS***

A decorative blue swoosh that starts from the left edge of the page, curves downwards and to the right, and then loops back towards the left at the bottom.

## Table of Contents

|                                           |           |
|-------------------------------------------|-----------|
| <b>1. Introduction</b>                    | <b>4</b>  |
| 1.1 Purpose                               | 4         |
| 1.2 Background                            | 4         |
| <b>2. Objectives</b>                      | <b>5</b>  |
| <b>3. Engagement</b>                      | <b>5</b>  |
| 3.1 Summary of engagement to date         | 5         |
| <b>4. Consultation Audience</b>           | <b>7</b>  |
| 4.1 Impacted stakeholders                 | 7         |
| 4.2 Audience information needs            | 7         |
| <b>5. Consultation Approach</b>           | <b>8</b>  |
| 5.1 How we will consult                   | 8         |
| 5.2 Consultation notification             | 8         |
| 5.3 Consultation responses                | 8         |
| 5.4 Use of intermediaries                 | 9         |
| 5.5 Timetable of activities               | 9         |
| 5.6 Contingencies                         | 9         |
| 5.7 Success criteria                      | 10        |
| <b>6. Consultation Materials</b>          | <b>10</b> |
| <b>7. Consultation Length</b>             | <b>11</b> |
| <b>8. Post-Consultation: next steps</b>   | <b>11</b> |
| 8.1 Collate and review responses          | 11        |
| 8.2 Consultation response document        | 11        |
| <b>9. Appendix A List of Stakeholders</b> | <b>12</b> |
| <b>10. Appendix B Glossary</b>            | <b>14</b> |

## Change History

| Issue   | Month/Year | Changes this issue (most recent first) |
|---------|------------|----------------------------------------|
| Issue 1 | 08/2026    | N/A - First Issue                      |

## Roles

| Action               | Role                                                                           | Date        |
|----------------------|--------------------------------------------------------------------------------|-------------|
| Produced             | <b>Airspace Change Expert</b><br>Airspace Change Compliance & Delivery         | August 2026 |
| Reviewed<br>Approved | <b>Airspace Implementation Manager</b><br>Airspace Development                 | August 2026 |
| Reviewed<br>Approved | <b>Head of Airspace Development</b><br>Transformation Strategy and Development | August 2026 |

## Referenced Documents

| Ref No | Name and description                                                                              | Links                |
|--------|---------------------------------------------------------------------------------------------------|----------------------|
| 1.     | CAP1616 Edition 5.1                                                                               | <a href="#">Link</a> |
| 2.     | CAP1711 Airspace Modernisation Strategy Version 2                                                 | <a href="#">Link</a> |
| 3.     | Stage 1 Define document                                                                           | <a href="#">Link</a> |
| 4.     | Stage 2 Develop and Assess document                                                               | <a href="#">Link</a> |
| 5.     | CAP1616f: Guidance on Airspace Change Process for Permanent Airspace Change Proposals Version 1.1 | <a href="#">Link</a> |
| 6.     | Statement of Need                                                                                 | <a href="#">Link</a> |
| 7.     | Air Navigation Guidance 2017                                                                      | <a href="#">Link</a> |

# 1. Introduction

## 1.1 Purpose

- 1.1.1 This document forms part of the document set required in accordance with the requirements of the CAA's CAP1616 Airspace Change Process [Ref 1]. It aims to provide adequate evidence to satisfy the Stage 3 Consult/ Engage Gateway: Consultation Strategy.
- 1.1.2 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.
- 1.1.3 The foundation of a good consultation is adherence to the four 'Gunning Principles', which set out the legal expectations for what constitutes an appropriate consultation. The Gunning Principles state that:
- the consultation must occur when proposals are at a formative stage.
  - the consultation must give sufficient reasons for any proposal to permit intelligent consideration.
  - the consultation must allow adequate time for consultees to consider the proposal and respond.
  - the product of consultation must be conscientiously taken into account.
- 1.1.4 This document sets out our consultation strategy in accordance with these Principles to facilitate an effective airspace change consultation.

## 1.2 Background

- 1.2.1 This Airspace Change Proposal (ACP) is sponsored by NATS and proposes changes to 'Midlands Airspace'. For this ACP, Midlands Airspace refers to the airspace sandwiched between the Manchester Terminal Control Area (MTMA) and the London Terminal Control Area (LTMA).
- 1.2.2 This is a complex area of airspace, with 2 primary flows of traffic to the north and south which traverse the 'spine' of the country, carrying a high volume of traffic. Current capacity within Midlands Airspace is restricted by the high level of controller workload, driven by high levels of tactical intervention required to maintain safety.
- 1.2.3 Separate ACPs are underway to modernise both the LTMA ([ACP-2020-043](#)) and the MTMA ([ACP-2019-77](#)) which will introduce systemised routings within the TMAs.
- 1.2.4 The aim of this ACP is to optimise the route network within the Midlands Airspace in advance of the MTMA and LTMA changes, in line with the Airspace Modernisation Strategy (AMS, [Ref 2]). The key objectives are to:
- optimise the airspace to enhance route capacity
  - reduce complexity and controller workload
  - provide environmental efficiencies where possible
- 1.2.5 This change is categorised under CAP1616 as a 'Level 2' change; the change has the potential to alter flight behaviours at/above 7,000ft (above mean sea level).
- 1.2.6 For Stage 1 Define [Ref 3] we established the need for an airspace change. We engaged relevant aviation stakeholders to define the current-day scenario and agree the design principles underpinning this proposal.
- 1.2.7 For Stage 2 Develop and Assess [Ref 4], we developed the baseline scenario and two conceptual design options which, alongside engagement feedback from aviation stakeholders, were evaluated against the design principles. A single viable option "Option 1 – 10 Parallel Routes" was progressed, and an Initial Options Appraisal was carried out to illustrate the qualitative benefits and impacts of this option.

- 1.2.8 The baseline ('do nothing') option was discounted in Stage 2, as it does not provide improvements to operational capacity and creates a sub-optimal interface with the MTMA and LTMA.
- 1.2.9 Thus, this change proposal is limited to a single design option to optimise the use of the airspace and ensure compatibility with the MTMA and LTMA modernisation projects. Full details can be found in the Consultation document on the [Citizen Space consultation website](#).
- 1.2.10 For full details of how this ACP has progressed through previous CAP1616 stages see the [Airspace Change Portal](#) page.

## 2. Objectives

- 2.1.1 Consultation provides the opportunity to engage formally with a wide variety of stakeholders, inform them of the benefits and impacts of the proposal in a transparent and accessible way, and acquire valuable feedback. We want to ensure that stakeholders who could be affected negatively or positively by these changes, are made aware of this airspace change proposal and given the opportunity to submit feedback about the design.
- 2.1.2 The objective of our Consultation Strategy is to produce a document which fulfils the requirements of CAP1616f [Ref 5] and provides all stakeholders with the necessary information to understand how the consultation will be managed, how they can respond, and how their responses will be dealt with.
- 2.1.3 The objectives of this Consultation Strategy document are summarised as follows:
- To ensure that the Stage 3 consultation is conducted in accordance with the requirements of the CAP1616 process, and is proportionate to the scale and nature of the proposed airspace change (Level 2 change, at/above 7,000ft).
  - To engage with stakeholders who may be positively or negatively affected by the proposal. To provide them with clear, accurate, and accessible information about the proposed airspace change, its rationale and its potential impacts, to support informed responses.
  - To define the consultation activities, timescales, and engagement methods.
  - To maximise awareness and participation among relevant stakeholder groups.
  - To propose how unexpected issues arising during the consultation period will be addressed.
  - To outline post-consultation actions and next steps.

## 3. Engagement

### 3.1 Summary of engagement to date

- 3.1.1 NATS conducted various stakeholder engagement activities during Stage 1 [Ref 3] and Stage 2 [Ref 4] of the airspace change process. These activities are summarised in Table 1, and evidenced on the [Airspace Change Portal](#) page.

**Table 1: Summary of the Stage 1 and Stage 2 engagement activities.**

| CAP1616 Stage | Summary of Engagement Activity                                                                                                                                                                                                                                                                    | Activity Records                                                                          |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Stage 1       | At Stage 1, NATS Subject Matter Experts (SMEs) developed a set of draft Design Principles (DPs). DPs define the high-level criteria which the proposed airspace design should meet. They also provide a framework for analysing the impact of different design options and choosing between them. | <a href="#">Stage 1 Define</a><br><br><a href="#">Stage 1 Annex A Engagement Evidence</a> |

|         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                              |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
|         | <p>At this stage, NATS defined the current-day scenario which was used to assess which stakeholders were most likely to be impacted by the proposed change and determined the targeted stakeholder list.</p> <p>NATS provided a briefing pack with the proposed DPs and the current-day scenario to all targeted stakeholders and requested their feedback.</p> <p>The Stage 1 stakeholder feedback was subsequently used to update the current-day scenario and to inform the final DPs.</p> <p>A full description of our Stage 1 stakeholder engagement is available in the Stage 1 Define document, and Annex A Engagement Evidence document.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                              |
| Stage 2 | <p>At Stage 2, NATS developed a set of design options that addressed the Statement of Need [Ref 6] and aligned with the DPs from Stage 1.</p> <p>A briefing pack, describing the change objectives, the baseline scenario, the design options and their development, and potential impacts, was shared with an extended list of stakeholder representatives. Additionally, 3 engagement workshops were held (online) for those stakeholders who requested a briefing.</p> <p>Stakeholders were encouraged to share their feedback, which was used to refine the design options and inform their subsequent evaluations.</p> <p>At this stage, a Design Principle Evaluation (DPE) was carried out; this was a qualitative assessment of each design option against each of the DPs. The DPE progressed those design options which fit best and discounted those which fit least.</p> <p>For the remaining viable design options, an Initial Options Appraisal (IOA) was conducted, which compared the potential impacts of each progressed design option against the baseline ('do nothing') scenario. This resulted in a shortlist of options to progress to Stage 3 for further development.</p> <p>A full description of our Stage 2 stakeholder engagement is available in the Stage 2 Develop and Assess document, and Annex A Engagement Evidence document.</p> | <p><a href="#">Stage 2 Develop and Assess</a></p> <p><a href="#">Stage 2 Annex A Engagement Evidence</a></p> |

3.1.2 During Stage 3 NATS has continued engagement with key impacted stakeholders to discuss specific aspects of the proposal and any potential impacts, and to provide information on the planned consultation, see Table 2.

*Table 2: Stage 3 engagement activities completed*

| Date       | Stakeholder                                   | Engagement Activity | Description                                                                                                                                                                                                                                                                                                                        |
|------------|-----------------------------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 02/06/2026 | MoD                                           | TEAMs workshop      | Presentation providing an overview of: <ul style="list-style-type: none"> <li>- where we are in the CAP1616 process</li> <li>- the proposed design for Modernising Midlands Airspace</li> <li>- details of the planned consultation</li> </ul> Each workshop focussed on the key changes of interest to the impacted stakeholders. |
| 02/06/2026 | Birmingham Airport/ Manchester Airports Group | TEAMs workshop      |                                                                                                                                                                                                                                                                                                                                    |
| 02/06/2026 | General Aviation/ Gliders                     | TEAMs workshop      |                                                                                                                                                                                                                                                                                                                                    |
| 23/06/2026 | London Luton Airport                          | TEAMs workshop      |                                                                                                                                                                                                                                                                                                                                    |
| 03/06/2026 | All other airports/ airlines                  | Email/presentation  | A briefing pack, describing the proposed change and the planned consultation was shared with all other airports and airlines on the targeted stakeholder list. Additionally, TEAMs workshops were offered to any who requested a briefing.                                                                                         |

3.1.3 The consultation strategy itself has been developed by NATS based on the engagement undertaken during Stages 1 and 2 and in accordance with CAP1616 requirements. No

additional stakeholder engagement has been undertaken specifically to develop this consultation strategy.

## 4. Consultation Audience

### 4.1 Impacted stakeholders

- 4.1.1 This airspace change is proposing changes at/above 7,000ft (above mean sea level) and is categorised as a Level 2 ACP. As such, the affected stakeholders are limited to an identified audience within the aviation industry.
- 4.1.2 Given the altitude of the proposed changes and the absence of identifiable significant impacts on local communities, no specific non-aviation stakeholder groups have been identified as requiring targeted consultation.
- 4.1.3 NATS will proactively seek to consult with all the targeted stakeholders listed in Appendix A List of Stakeholders, who will be invited to respond to the consultation. This includes members of the NATMAC (National Air Traffic Management Advisory Committee), aircraft operators, airports, CFSPs (Computerised Flight Plan Service Providers), GA (General Aviation), and the military.
- 4.1.4 The impacts of this airspace change are expected to be mainly positive, including improvements in capacity, reduced complexity and controller workload, and environmental benefits. Some constraints on GA access are anticipated from adjustments to the volume of CAS (controlled airspace) within this proposal, however all additional CAS is proposed at FL105 and above to minimise the potential impact on VFR traffic. Some adjustments to military airspace are also included in this proposal; these changes have been designed in close collaboration with military stakeholders to ensure minimal disruption to military operations, in addition to providing an overall increase in the airspace available for military high intensity aerial training activities.
- 4.1.5 Any individual or organisation may submit a response to the consultation, but our targeted communications to inform organisations and individuals will be limited to those stakeholders listed in Appendix A List of Stakeholders.

### 4.2 Audience information needs

- 4.2.1 As described, all targeted stakeholders for this airspace change proposal are professional aviation organisations.
- 4.2.2 Consideration was given to whether any seldom-heard audiences or stakeholders not routinely engaged in airspace change consultations may be affected by the proposal. Given the nature of the proposed change, no such audiences have been identified. Should any accessibility-related needs be identified during the consultation period, appropriate steps will be taken to make reasonable adjustments in response to them to ensure everyone is able to participate.
- 4.2.3 Consultation materials will be structured to enable stakeholders to understand:
- the current airspace operation;
  - the proposed design;
  - the rationale for change;
  - environmental impacts;
  - operational impacts;
  - how feedback may influence the proposal.

## 5. Consultation Approach

### 5.1 How we will consult

- 5.1.1 The consultation will be hosted on the CAA's 'Citizen Space' consultation website, which is an online consultation platform for sharing information about Airspace Change Proposals. Citizen Space will hold all relevant information for interested parties and stakeholders, including the Consultation Document which outlines the detail of the proposed changes and potential impacts.
- 5.1.2 We plan to conduct the consultation via the internet (including email and the online consultation website) only. For Level 2 ACPs which focus on aviation industry stakeholders, web-based consultation is an established approach; all targeted stakeholders are professional aviation organisations which have internet access, and are familiar with the airspace change process and electronic methods of consultation and engagement.
- 5.1.3 Overall, this approach is considered appropriate and proportionate due to the nature of the proposed airspace change (potential to alter flight behaviours at/above 7,000ft) and the stakeholders impacted (aviation industry stakeholders).

### 5.2 Consultation notification

- 5.2.1 Stakeholders will be informed via email when the consultation is launched (26<sup>th</sup> October 2026). They will be able to view and download the consultation document on the Citizen Space website alongside links to the supporting documentation. This is where they can also submit a response to the consultation.
- 5.2.2 Additionally, a link to the consultation will be provided on the [NATS Customer Affairs website](#), one of the information transfer mechanisms between NATS and our customer airlines. We will also add a link to the [NATS.aero website](#), which is available to the public.
- 5.2.3 A reminder email will be sent out midway through the consultation (23<sup>rd</sup> November 2026) to stakeholders reminding them of the closing date of the consultation.
- 5.2.4 At the start of the final week of the consultation (14<sup>th</sup> December 2026) we will send a final reminder of the closing date of the consultation and request a response from stakeholders who have not submitted a response. This is in order to achieve maximum participation.

### 5.3 Consultation responses

- 5.3.1 The method for responding to the consultation is the online consultation platform known as [Citizen Space](#) which all airspace change sponsors must use. It contains all consultation information and a link to the online survey to gather stakeholder feedback.
- 5.3.2 The online survey will highlight which questions are mandatory or optional, as appropriate.
- 5.3.3 Stakeholders will be directed to the Citizen Space website to provide their response and, as the consultation material is available online only, respondents will not be able to submit a postal response to the consultation.
- 5.3.4 The online survey will automatically acknowledge responses by sending a completion message to 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. All responses will be published on the Citizen Space website, and respondents can ask for their responses to be published anonymously.
- 5.3.5 We will also include a list of Frequently Asked Questions (FAQs) on the Citizen Space website, should responses require clarification or frequent queries arise. Responses will be moderated and uploaded to the website at least once per week throughout the consultation period.
- 5.3.6 Any unacceptable content will be removed prior to publication. Moderation is neither a censoring nor a filtering tool. Examples of unacceptable content that will be redacted/removed includes:

- Content which is malicious or offensive in nature
- Personal attacks on a person's character
- Illegal content, such as potentially libellous (defamatory) material concerning third parties, condoning illegal activity, and breaching copyright.
- Content which incites hatred on the basis of race, religion, gender, nationality, sexuality or other personal characteristics
- Content which includes swearing, hate-speech or obscenity
- Content which reveals personal details such as private addresses, phone numbers,

5.3.7 At the end of the consultation, the responses will be analysed and themed; any late responses may be included in the subsequent analysis, but this is not guaranteed.

## 5.4 Use of intermediaries

5.4.1 This consultation is primarily targeted at aviation stakeholders with whom NATS has established relationships. Consequently, NATS does not intend to use intermediaries, except where national representative bodies of airspace user groups may be requested to help raise awareness of the proposed changes among affected stakeholders.

## 5.5 Timetable of activities

5.5.1 A timetable of consultation activities is provided in Table 3 below.

*Table 3: Consultation activity timeline*

| Date                      | Activity                    | Description                                                                                                                                                             |
|---------------------------|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 26/10/2026                | Consultation launch         | For all stakeholders.<br>00:01 Citizen Space webpage goes live.<br>NATS Customer Affairs website and NATS.aero website updated with details of the consultation launch. |
| 26/10/2026                | Consultation launch email   | For targeted stakeholders.<br>Email notification providing a consultation overview and links to the consultation Citizen Space webpage.                                 |
| 23/11/2026                | Mid-way reminder            | For targeted stakeholders yet to respond.<br>Reminder email that the consultation will close in 4 weeks.                                                                |
| 14/12/2026                | Final reminder              | For targeted stakeholders yet to respond.<br>Reminder email that the consultation will close in 1 week.                                                                 |
| 26/10/2026-<br>20/12/2026 | Clarification emails<br>FAQ | During the consultation, in response to stakeholder feedback, as appropriate.<br>Citizen Space webpage update, if required.                                             |
| 20/12/2026                | Consultation close          | For all stakeholders.<br>23:59 Citizen Space response form closes.                                                                                                      |

## 5.6 Contingencies

5.6.1 Whilst this consultation has been carefully prepared to give it the best opportunity for successful completion, it is acknowledged that unexpected events can arise that could impact on its delivery.

5.6.2 We will seek to respond to any unforeseen circumstances in a managed and proportionate way, depending on how far the consultation has progressed, how many responses have been received, and which stakeholder groups have responded.

5.6.3 Where possible, NATS will endeavour to continue with the consultation as set out in this strategy. However, depending on the severity of the occurrence and the impact, we will contact the CAA for guidance on our remedial approach and consider the following courses of action:

- Minimal impact (no change to project timeline): a short pause in the consultation, rapid resumption, closing as planned.
- Low to medium impact (potential delay to implementation date): a significant pause in the consultation, delayed resumption, potential extension of the closing date.
- High impact (implementation date at risk): consultation may be significantly extended, partially repeated, relaunched, or withdrawn until further notice.

5.6.4 Any material change to the consultation approach, duration or scope would be discussed with the CAA before implementation.

5.6.5 Should any changes to the consultation be required, we will inform our targeted stakeholders via email. The Citizen Space website and the NATS websites will also be updated with details of any change.

## 5.7 Success criteria

5.7.1 A successful consultation provides stakeholders with: the opportunity to comment on what is proposed and influence the outcome; sufficient information to understand the proposed airspace change and its potential impacts; adequate time to consider the proposal and submit informed responses, and; consideration of all views before making a final decision.

5.7.2 NATS will continuously monitor the progression of the consultation by reviewing the levels of stakeholder engagement, and the content of responses, to ensure that the consultation strategy is executed as intended. This monitoring will enable us to confirm that the consultation is reaching the intended audience and to identify whether any adjustments to the engagement approach are required (such as follow-up/ reminder emails)

5.7.3 NATS will consider the consultation successful when it has been carried out in accordance with this strategy which has been prepared to maximise responses to ensure the greatest likelihood of success. Indicators of success include participation from the principal stakeholder groups identified in Appendix A List of Stakeholders successful delivery of consultation communications, and receipt of sufficient information from consultees to inform the Stage 4 assessment.

# 6. Consultation Materials

6.1.1 As previously described, the primary audience for this consultation are aviation stakeholders and therefore the consultation materials will contain some technical information. However, NATS will endeavour to make all the materials used in this consultation as concise and accessible as possible for those without prior aviation or technical knowledge.

6.1.2 We will provide a suite of core documents containing information to help stakeholders make an informed response to the proposed changes. This document set comprises:

- **Consultation Strategy Document** (this document)
- **Consultation Document** (the main document describing the proposal including: objectives of the change; a description of the current airspace; the proposed changes; the potential impacts; information on the consultation – how to respond, what happens next; references to further sources of information, and; a reversion statement outlining what could happen if issues occur post-implementation).
- **Full Options Appraisal Document** (providing more detailed data, quantitative analysis, methodologies and cost-benefit comparisons).
- **Online Survey** (enabling stakeholders to provide feedback to the consultation).
- **FAQs document** (as required, providing responses to any common enquiries during the consultation).

6.1.3 The documents listed above provide quantified, monetised evidence, in addition to qualitatively assessed impacts, using the most up-to-date and credible information

available, and modelling carried out in line with relevant best practice. Full details of the methodologies and assumptions used are also provided. A standard environmental analysis focusing on the enabled CO<sub>2</sub>e impacts is provided for the proposed change. No analysis relating to noise is included because this airspace change is proposing changes at/above 7,000ft. This is in accordance with government guidance in the ANG2017 [Ref 7].

## 7. Consultation Length

- 7.1.1 The consultation is planned to begin at 00:01hrs on Monday 26<sup>th</sup> October 2026, and will run for 8 weeks closing at 23:59 hrs on Sunday 20<sup>th</sup> December 2026.
- 7.1.2 The CAP1616f [Ref 5] typically recommends a consultation duration of 12 weeks. We consider an 8-week period for this consultation to be sufficient, proportionate and in accordance with the Gunning Principles for the following reasons:
- the proposed change is not complex, with one clear option vs. the baseline ('do nothing') scenario.
  - This consultation is focussed on aviation industry representatives who have familiarity with the airspace change process and the region of airspace for the proposed change.
  - The key impacted stakeholders have been exposed to the rationale and development of the proposal at the earlier stages of the airspace change process.
  - No major UK holidays or events are identified which would impact the consultation period.

## 8. Post-Consultation: next steps

### 8.1 Collate and review responses

- 8.1.1 NATS will carry out a comprehensive review and categorisation of consultation responses in accordance with a theming framework, helping us to understand and quantify the feedback. Early responses will inform and develop our theming framework.
- 8.1.2 This categorisation of results will identify 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.
- 8.1.3 We will set out clearly why we have categorised each response in a way that demonstrates that the feedback has been heard and understood.

### 8.2 Consultation response document

- 8.2.1 Once the consultation responses have been categorised, we will produce a consultation response document for the CAA to review. This document will include analysis of the feedback received during the consultation, summarising the key themes raised by respondents, and our response, including which feedback or themes we will carry forward to Stage 4 for further consideration.
- 8.2.2 The CAA will then review a sample of the categorisations to determine whether it has been done fairly and that topics raised in the responses have been dealt with appropriately. This could be by addressing a topic fully, by mitigating it to the greatest extent possible (with an appropriate rationale) or by rejecting it on justifiable grounds. If necessary, the CAA will ask the sponsor to change a categorisation.
- 8.2.3 Following the CAA review, we will finalise and publish the outcome in a consultation response document on the CAA's [Airspace Change Portal](#) page.

## 9. Appendix A List of Stakeholders

9.1.1 Throughout the CAP1616 process, work has progressed to map potential impacts against potentially affected stakeholders. The following table lists the targeted stakeholders for this consultation alongside the stage of the CAP1616 process in which these stakeholders have been identified.

| Aircraft Operators                                                      |         |
|-------------------------------------------------------------------------|---------|
| Aer Lingus                                                              | Stage 3 |
| Air France                                                              | Stage 3 |
| American Airlines                                                       | Stage 3 |
| British Airways                                                         | Stage 1 |
| easyJet                                                                 | Stage 1 |
| Jet2.com                                                                | Stage 1 |
| Loganair                                                                | Stage 3 |
| Ryanair                                                                 | Stage 1 |
| TUI Airways                                                             | Stage 1 |
| United Airlines                                                         | Stage 3 |
| Airports                                                                |         |
| Birmingham                                                              | Stage 2 |
| Doncaster Sheffield                                                     | Stage 3 |
| East Midlands, Manchester and Stansted (Manchester Airport Group - MAG) | Stage 2 |
| Gatwick                                                                 | Stage 2 |
| Heathrow                                                                | Stage 2 |
| Humberside                                                              | Stage 3 |
| Leeds                                                                   | Stage 3 |
| Liverpool                                                               | Stage 2 |
| London City                                                             | Stage 2 |
| Luton                                                                   | Stage 2 |
| Southend                                                                | Stage 2 |
| Computerised Flight Plan Service Providers                              |         |
| Air Support                                                             | Stage 1 |
| Aviation Cloud                                                          | Stage 1 |
| Flight Keys                                                             | Stage 1 |
| Jeppesen                                                                | Stage 1 |
| Lido                                                                    | Stage 1 |
| Lufthansa Systems                                                       | Stage 1 |
| NavBlue                                                                 | Stage 1 |
| General Aviation (GA)                                                   |         |
| Skydive Langar                                                          | Stage 1 |
| Skydive Tilstock                                                        | Stage 1 |
| National Air traffic Management Advisory Committee (NATMAC)             |         |
| Bae Systems (Warton)                                                    | Stage 1 |

|                                                                                   |         |
|-----------------------------------------------------------------------------------|---------|
| British Gliding Association (BGA)                                                 | Stage 1 |
| British Skydiving                                                                 | Stage 1 |
| General Aviation Alliance (GAA)                                                   | Stage 1 |
| Ministry of Defence (MoD) via Defence Airspace and Air Traffic Management (DAATM) | Stage 1 |
| Military                                                                          |         |
| Air Mobility Force                                                                | Stage 2 |
| RAF Brize Norton                                                                  | Stage 3 |
| Swanwick 78 Squadron                                                              | Stage 3 |

## 10. Appendix B Glossary

|                   |                                                                                                                                                                                                                                                                         |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ACP               | Airspace Change Proposal<br>A formal application submitted to the CAA to change the design of UK airspace.                                                                                                                                                              |
| AMS               | Airspace Modernisation Strategy<br>A UK-wide program led by the Department for Transport (DfT) and the Civil Aviation Authority (CAA) seeking to modernize UK airspace to improve safety, increase capacity, and reduce environmental impacts.                          |
| BGA               | British Gliding Association                                                                                                                                                                                                                                             |
| CAA               | Civil Aviation Authority<br>The UK regulator responsible for aviation safety, airspace regulation and consumer protection.                                                                                                                                              |
| CAP               | Civil Aviation Publication                                                                                                                                                                                                                                              |
| CAS               | Controlled Airspace<br>Controlled airspace is an airspace of defined dimensions within which air traffic control services are provided to Instrument Flight Rules (IFR) flights and to Visual Flight Rules (VFR) flights in accordance with the airspace classification |
| CFSP              | Computerised Flight Plan Service Provider<br>A company or system that creates digital flight plans for aircraft operators.                                                                                                                                              |
| CO <sub>2</sub> e | Carbon Dioxide Equivalent<br>Is a standard unit of measurement used to quantify the climate impact of all greenhouse gases (GHGs) by converting them into the equivalent amount of carbon dioxide (CO <sub>2</sub> ) that would cause the same amount of warming.       |
| DAATM             | Defence Airspace and Air Traffic Management                                                                                                                                                                                                                             |
| DP                | Design Principle<br>A set of high-level safety, environmental, operational, and policy criteria. Developed during Stage 1 (Define), these principles serve as the guiding framework to create and evaluate future airspace design options                               |
| DPE               | Design Principle Evaluation<br>A qualitative assessment used during Stage 2 of the CAP1616 airspace change process.                                                                                                                                                     |
| IOA               | Initial Options Appraisal<br>An initial assessment of potential airspace design options used to identify options for further development and assessment.                                                                                                                |
| FAQ               | Frequently Asked Question                                                                                                                                                                                                                                               |
| GA                | General Aviation<br>Refers to all civil aviation operations other than scheduled commercial air transport or military flights (e.g. recreational flying, pilot training, business travel, search and rescue, medical transport).                                        |
| GAA               | General Aviation Alliance                                                                                                                                                                                                                                               |
| GDPR              | General Data Protection Regulation                                                                                                                                                                                                                                      |
| LTMA              | London Terminal Control Area<br>Controlled airspace in the south of the UK, designed to manage the high volume of arriving and departing flights for London's major airports.                                                                                           |
| MoD               | Ministry of Defence                                                                                                                                                                                                                                                     |
| MTMA              | Manchester Terminal Control Area<br>Controlled airspace in the center of the UK, designed to manage the high volume of arriving and departing flights for Manchester and the surrounding airports.                                                                      |
| NATMAC            | National Air Traffic Management Advisory Committee                                                                                                                                                                                                                      |
| SME               | Subject Matter Expert<br>Someone who has specialized knowledge in a particular area of work or activity.                                                                                                                                                                |
| TMA               | Terminal Control Area<br>A controlled area established around one or more major airports to manage arriving and departing air traffic.                                                                                                                                  |
| VFR               | Visual Flight Rules<br>Aviation regulations allowing pilots to operate aircraft in clear weather conditions —Visual Meteorological Conditions (VMC)— primarily by sight.                                                                                                |