

Network Improvements on the UK Dover (DVR) Interface

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NATS

Gateway Documentation:
Stage 3 Consultation Strategy
ACP-2025-006

Table of Contents

1. Introduction	4
1.1 Purpose	4
1.2 Background	4
2. Objectives	5
2.1 Development	5
3. Engagement	6
3.1 Engagement to Date	6
4. Consultation Audience	9
4.1 Impacted Stakeholders	9
4.2 Audience Information Needs	9
5. Consultation Approach	10
5.1 Consultation Approach	10
5.2 Consultation Awareness	10
5.3 Consultation Responses	11
5.4 Timetable of Activities	11
5.5 Contingencies	12
5.6 Success Criteria	12
6. Consultation Materials	13
6.1 Content	13
7. Consultation Length	14
7.1 Consultation Timeline	14
8. Post-Consultation: Next Steps	15
8.1 Collating and Reviewing Responses	15
8.2 Consultation Response Document	15
9. Appendix A: List of Stakeholders	16
10. Appendix B Glossary	18

Change History

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Roles

Action	Role	Date
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Referenced Documents

Ref No	Name and description	Links
1.	CAP1616: airspace Change Process	Link
2.	Airspace Change Portal: Network Improvements on the UK Dover (DVR) Interface	Link
3.	CAP1616f: Guidance on Airspace Change Process for Permanent Airspace Change Proposals	Link
4.	Air Navigation Guidance 2017 (ANG2017)	Link
5.	Manston: An Airfreight Hub for London and the Southeast	Link

1. Introduction

1.1 Purpose

- 1.1.1 This document forms part of the document set required in accordance with the CAA's CAP1616 Airspace Change Process ^(Ref 1). This document 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 the proposal in a transparent and accessible way, and to acquire valuable feedback to inform the 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 considered.
- 1.1.4 This document details the strategy that NATS as the sponsor will use to facilitate an effective airspace change consultation and provides some background information in relation to the proposed change.

1.2 Background

- 1.2.1 This Consultation Strategy covers the Network Improvements on the UK Dover (DVR) Interface Airspace Change Proposal (ACP) ACP-2025-006, airspace above 7,000ft.
- 1.2.2 This ACP seeks to improve connectivity between the UK Air Traffic Service (ATS) route network and adjacent Flight Information Regions (FIRs) / Upper Information Regions (UIRs) by introducing new / revised ATS routes, waypoints and / or co-ordination points (COPs). This ACP specifically focuses primarily on the VABIK and KONAN COPs on the London FIR / UIR boundary with France and Belgium.
- 1.2.3 The CAA has determined that the confirmed level is Level 2 ^(Ref 2) under the CAP1616.

2. Objectives

2.1 Development

- 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 3) 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 CAP1616 and is proportionate to the scale and nature of the proposed airspace change (Level 2 change, above 7,000ft).
 - To engage with stakeholders who may be positively or negatively affected by the proposal and 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 consultation activities, timescales, and engagement methods that are appropriate
 - To maximise awareness and participation among relevant stakeholder groups
 - To suggest how any unexpected issues arising during the consultation period will be addressed
 - To outline post-consultation actions and next steps

3. Engagement

3.1 Engagement to Date

3.1.1 Our engagement activities so far have sought to ensure that:

- the correct audience is targeted and given the opportunity to respond
- the engagement materials provide stakeholders with sufficient detail to make an informed response
- from an early stage, such responses are taken into account in developing the design options.

3.1.2 In Stage 1 ^(Ref 2), the main groups of stakeholders were identified, and engagement activities were undertaken, which influenced the final set of design principles underpinning this proposal, see Table 1.

Table 1 Stage 1 Engagement Activities

Stage 1 Overview	Summary of Engagement
In Stage 1, NATS identified four main stakeholder groups: neighbouring ANSPs, Top 10 airlines and Lead Operator Carrier Panel (LOCP) members, impacted airports, and relevant NATMAC representatives. Those groups were then engaged with to inform the development of the current day scenario and a set of design principles.	Due to the location of this ACP (on the FIR / UIR boundary), prior to commencing the work, engagement had begun within the EUROCONTROL 'Central High Project', involving neighbouring ANSPs. During Stage 1, those conversations continued, and further engagement was conducted with the remainder of the identified stakeholder groups. That was done online, using briefing materials, a webinar took place, and a questionnaire followed. Feedback was received and recorded, which then informed the current day scenario and the development of the design principles.

3.1.3 For Stage 2 Develop and Assess ^(Ref 2) we created initial design concepts, refined them with engagement feedback from representatives of stakeholder groups, evaluated each option against the design principles, see Table 2.

Table 2 Stage 2 Engagement Activities

Stage 2 Overview	Summary of Engagement
Stage 2 focused on developing and assessing airspace design options in line with the agreed design principles (DPs) and operational requirements. The baseline ('do nothing') and two airspace design options were created, described and engaged upon. They were formally evaluated against the DPs, with stakeholder feedback used to inform refinement and the selection of a preferred option to be progressed to the next stage. Option 1: 3 COPs, progressed successfully through the DPE and was then subjected to a qualitative IOA including an assessment of safety considerations.	During Stage 2, NATS continued with extensive engagement with the key stakeholders to support the development and refinement of design options, baseline scenarios, and associated impact assessments. The engagement was again done online, using questionnaires. Feedback received played a key role in shaping and selecting the design option that was progressed to Stage 3.

3.1.4 During Stage 1, the impacted airports were mapped as "keep informed". This was because the proposed change will impact airlines departing these airports, but there should be no impact on the airport itself. However, as the design has developed, the impact on some airports has increased, and will require procedural changes. Therefore, these airports have

been “actively engaged” during Stage 3. Table 3 conveys the stakeholder mapping used during Stage 3.

Table 3 Stakeholder Mapping as per Stage 3

Stakeholder Group	Stakeholder Mapping	Rationale
Neighbouring ANSPs	Actively involved	Proposed change is on the London FIR / UIR boundary and so must align with neighbouring ANSPs.
Relevant airlines and LOCP members	Actively engage	Proposed change would have significant impact on their operation.
Airports with proposed speed restrictions	Actively engage	Proposed change will impact airlines departing these airports, which could be concerning for the airport given the volume of flights potentially impacted.
Other airports	Keep informed	Proposed change will impact airlines operating at these airports. There should be no impact on the airport itself.
Relevant NATMAC members	Keep informed	Proposed changes impact specific airlines and ANSPs, who have been identified separately. Representative groups included for wider distribution.

- 3.1.5 During Stage 3 the team was engaging with partner ANSPs continuously through the CEHI monthly meetings; attendance from various parties to the development simulations; and briefings to actively engaged stakeholders.

Table 4 Stage 3 Engagement Activities

Date and Overview	Attendees	Summary of Engagement
20-22.01.2026 development simulations in Swanwick	SARG, MUAC, skeyes, Belgian Military, DSNA (Reims ATC)	Design development simulations. Presented the design to ATCOs and external visitors and to gather initial feedback.
23.01.2026 CEHI meeting	MUAC, skeyes, DSNA (Paris, Reims), BAF	Discussions regarding the CBA1 Letter of Agreement (LoA); the common boundary; and validation work. Stakeholders agreed the 3COP project is on track but may shift from March to November 2027 for optimal implementation.
24.02.2026 CEHI meeting	MUAC, skeyes, DSNA (Paris, Reims), BAF	Confirmed the publication of the updated CBA1 agreement from 19 March 2026. 3COP development continues positively with encouraging simulation results, further validation planned, and a potential implementation around November 2027. However, limited progress on the common boundary.
26.03.2026 CEHI meeting	MUAC, skeyes, DSNA (Paris, Reims), BAF	CBA1 may require future revision due to planned DSNA airspace changes. 3COP design work is progressing; strong simulation support; ongoing refinement of airspace design and LoA; continued planning toward a potential November 2027 implementation; and common boundary discussions continue at a strategic level.

Date and Overview	Attendees	Summary of Engagement
01.04.2026 CEHI / NERL Interface workshop	MUAC, skeyes, DSNA (Paris, Reims), BAF	Reviewed airspace buffers and volumes at the MUAC–NATS interface. The proposed volume design and simulations showed strong support, with improved predictability and reduced controller workload, supporting further development toward consultation.
23.04.202 CEHI meeting	MUAC, skeyes, DSNA (Paris, Reims), BAF	The meeting agreed updates to the CBA1 LoA and noted no progress on the common boundary, which still requires strategic agreement. 3 COPs development advanced significantly, with key agreements on coordinates, buffers, and LoAs, and continued preparation for validation simulations.
18.05.2026 ANSP meeting	skeyes	Reviewed proposed routings and airspace requirements within the Belgium FIR.
20.05.2026 UK ADS LTMA briefing	Heathrow ATC	UK ADS briefing - a briefing on this project (especially SID speed restrictions) was presented as a subset of this.
21.05.2026 UK ADS LTMA briefing	Gatwick ATC	UK ADS briefing - a briefing on this project (especially SID speed restrictions and truncation) was presented as a subset of this.
21.05.2026 CEHI meeting	MUAC, skeyes, DSNA (Paris, Reims), BAF	Discussion / updates regarding CBA1 arrangements; the common boundary; and 3COP implementation between NATS, skeyes and MUAC. Key discussions focused on routing structures and next steps - further simulations, redesign proposals, and coordination with regulators and stakeholders.
08.06.2026 UK ADS LTMA briefing	London Luton, London Stansted	UK ADS briefing - a briefing on this project (especially SID speed restrictions) was presented as a subset of this.
09.06.2026 UK ADS LTMA briefing	Southend ATC	UK ADS briefing - a briefing on this project was presented as a subset of this.
18.06.2026 Airports engagement meeting	London Gatwick Airport	Meeting about project brief, speed restriction and SID truncation discussion. Discussions regarding the impact on traffic via UTFAV; which airlines may be impacted by speed restrictions, and how that could result in continuous climb operations.
22.06.2026 Airports engagement meeting	London Heathrow Airport	Meeting about project brief and SID speed restriction discussion. Discussions regarding the impact on other sectors (ie. TC South-east and within Europe); if the speed restriction could be removed in the future; and timing of this consultation with London Heathrow Airport's expansion consultation.
22.06.2026 Airports engagement meeting	London Luton Airport	Meeting about project brief and SID speed restriction discussion. Discussions regarding impact on operators' sustainability; and if this change predetermines the UK ADS design.
22.06.2026 Airports engagement meeting	London Stansted Airport	Meeting about project brief and SID speed restriction discussion. Discussions regarding their SID truncations through ACP-203-057 and ACP-2024-013.
23.06.2026 CEHI meeting	MUAC, skeyes, DSNA (Paris, Reims), BAF	Update on common boundary and BAF safety case; agreed to keep KONAN for airspace purposes on the Belgian side; NATS propose speed restriction on some LTMA departures.

4. Consultation Audience

4.1 Impacted Stakeholders

- 4.1.1 As this ACP is proposing changes above 7,000ft, affected stakeholders are limited to an identified audience within the aviation industry. NATS will proactively seek to consult with all the stakeholders listed in Appendix A: List of Stakeholders, who will be invited to respond to the consultation. This includes members of the National Air Traffic Management Advisory Committee (NATMAC), aircraft operators, airports, the military and neighbouring air navigation service providers (ANSPs).
- 4.1.2 Any individual or organisation may submit a response to the consultation, but our targeted communications will be limited to those stakeholders listed in Appendix A.

4.2 Audience Information Needs

- 4.2.1 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.
- 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.
- 4.2.3 For this ACP, our Consultation Strategy will ensure that stakeholders are provided with timely, clear, and high-quality materials to understand the purpose of the change, how it has been developed, and what the expected impacts may be, enabling stakeholders to make informed contributions for this consultation.
- 4.2.4 Identified stakeholders for this ACP are within the aviation industry, and as such the material for this consultation will contain technical information targeted towards our aviation stakeholders. However, we will endeavour to make the material as concise and accessible as possible.
- 4.2.5 We do not anticipate any accessibility barriers, nevertheless, reasonable adjustments could be made if deemed necessary to ensure appropriate access to the consultation material on a case-by-case basis. Should any accessibility-related needs be identified, appropriate steps will be taken to make reasonable adjustments in response to them to ensure everyone is able to participate.

5. Consultation Approach

5.1 Consultation Approach

- 5.1.1 NATS plan to conduct the consultation via the internet only.
- 5.1.2 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 The consultation will be hosted on the CAA Consultation Platform 'Citizen Space'. This holds relevant information for interested parties and stakeholders, including the Consultation Document which outlines the detail of the proposed changes and potential impacts.
- 5.1.4 All identified stakeholders (see Appendix A: List of Stakeholders) will receive an email inviting them to Citizen Space, stating the consultation duration, and how to respond. As per Table 5, "actively engaged" stakeholders have either already been provided a relevant webinar briefing, or will be offered this within the invite email.
- 5.1.5 In addition, all stakeholders will be able to ask clarification questions or request a 1:1 briefing. These will be assessed on a case-by-case bases.

Table 5 - Consultation Approach Based on Stakeholder Group

Stakeholder Group	Stakeholder Mapping	Consultation Approach	Rationale
Neighbouring ANSPs	Actively involved	Email link to consultation platform	Have been actively engaged within the design process
Relevant airlines and LOCP members	Actively engage	Email link to consultation platform Invite to group webinars ¹	Airline specific webinars aiming to actively engage them in the design and make sure they fully understand the impacts on them
Airports with proposed speed restrictions	Actively engage	Email link to consultation platform	Received 1:1 webinar in June / July, so they already fully understand the impacts on them
Other airports	Keep informed	Email link to consultation platform	Minimal approach as minimal impact
Relevant NATMAC members	Keep informed	Email link to consultation platform	Minimal approach as minimal impact

- 5.1.6 This approach is considered appropriate and proportionate due to the location of the proposed airspace change and the identified impacted stakeholders.

5.2 Consultation Awareness

- 5.2.1 Stakeholders will be informed via email when the consultation is launched. They will be able to view and download the consultation document on the online platform alongside

¹ Although two webinars are being offered, to accommodate different airlines' work schedules, both webinars will be the same.

links to supporting documentation. This is where they can also submit a response to the consultation.

- 5.2.2 A link to the consultation will be provided on the NATS Customer Affairs website ([Customer Gateway / Airspace Change](#)) one of the information transfer mechanisms between NATS and customer airlines. We will also add a link to the NATS.aero website ([Airspace Consultations - NATS](#)), which is available to the public.
- 5.2.3 A reminder email will be sent out midway through the consultation to stakeholders reminding them of the closing date of the consultation.
- 5.2.4 At the start of the final week of the consultation, NATS will send a final reminder of the closing date of the consultation and request a response from stakeholders who have not yet submitted a response. This is to achieve maximum participation.
- 5.2.5 Some representative organisations, such as relevant NATMAC members, are included within the stakeholder list (Appendix A: List of Stakeholders). These stakeholders will be contacted, as above. NATS wish to use these organisations as intermediaries to their members.

5.3 Consultation Responses

- 5.3.1 The method for responding to the consultation is the online consultation platform Citizen Space, which all airspace change sponsors must use. It contains all consultation information and a link to the online survey to gather feedback.
- 5.3.2 The online survey form will highlight which questions are mandatory or optional, as appropriate.
- 5.3.3 The consultation audience will be sent an email and 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.
- 5.3.5 All responses will be published on the platform; however, respondents can ask for their responses to be published anonymously.
- 5.3.6 Responses will be moderated and uploaded to the platform at least once per week throughout the consultation period.
- 5.3.7 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 are:
- 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 reveals personal details such as private addresses, phone numbers.
- 5.3.8 Relevant GDPR statements will be included in areas of data capture such as event registration and consultation response submission.
- 5.3.9 At the end of 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 Timetable of Activities

- 5.4.1 Table 6 below outlines the planned consultation activities and their indicative timing, setting out how and when would stakeholders be approached to engage with our

consultation.

Table 6 Timetable of Planned Activities

Timeline	Activity
Thursday, 1 st October 2026	Consultation launches on Citizen Space Invitation email is sent to stakeholders
5 th and 16 th October 2026	Airline / LOCP webinars
Wednesday, 28 th October 2026	Reminder email is sent to stakeholders, who have not yet responded
Thursday, 19 th November 2026	Final reminder email is sent to stakeholders, who have not yet responded
Wednesday, 25 th November 2026	End of consultation

5.5 Contingencies

- 5.5.1 Whilst this Consultation Strategy 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.
- 5.5.2 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 from which stakeholder groups.
- 5.5.3 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.
- 5.5.4 Should any changes to the consultation be required, we will inform our targeted stakeholders via email. The Citizen Space website and the NATS webpages will also be updated with details of any change.

5.6 Success Criteria

- 5.6.1 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).
- 5.6.2 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.

6. Consultation Materials

6.1 Content

6.1.1 The Consultation Document will contain the following information:

- The aims and objectives of the change
- A description of the current airspace design
- The proposed changes and design
- The potential impacts of the proposal
- Information on the consultation process – how to respond and next steps
- References to further sources of information
- A reversion statement outlining what happens if issues occur post-implementation
- Glossary covering all technical terms used within the ACP.

6.1.2 The Consultation Document uses data drawn from the Full Options Appraisal document. A standard environmental analysis focusing on the CO₂ impacts has been completed for the proposed changes. No analysis relating to noise has been completed since the altitude of the proposed changes is above 7,000ft. This is in accordance with government guidance in ANG2017 ^(Ref 4).

6.1.3 For all the analysis, the most up-to-date, credible information and appropriate forecasts are used.

6.1.4 Supporting documents and links: This will include all other material which will be published on, or linked to / from, the Citizen Space page, including:

- This Consultation Strategy document
- The Consultation Document
- The Full Options Appraisal document
- A FAQs document (should this be required) which will be updated throughout the consultation

6.1.5 Response Questionnaire: The response questionnaire captures feedback on the proposed options, as well as information about the respondent. Some questions will be mandatory (such as if they are representing an organisation or themselves) and others optional.

7. Consultation Length

7.1 Consultation Timeline

7.1.1 The consultation is planned to begin at 00:01 on Thursday, 1st October 2026 and will close at 23:59 on Wednesday, 25th November 2026. This is a duration of 8-weeks.

7.1.2 The airspace change process ^(Ref 1) typically recommends consultation durations of 12-weeks or more. Our proposed, shorter, 8-week period is considered sufficient for the following reasons:

- The targeted stakeholders in Appendix A: List of Stakeholders have already been engaged at previous stages of the proposal. Neighbouring ANSPs have been actively involved in ensuring the design has cross-border compatibility.
- They are all professional aviation organisations which have internet access and are familiar with the airspace change process and electronic methods of consultation. Therefore, allowing everyone access to the same information at the same time, reducing delays relating to in-person events and mail delivery services.
- This ACP is categorised as a Level 2 change – as the proposed changes will take place above 7,000ft with medium impact to aviation stakeholders.
- Only one feasible option has been progressed to consultation.
- No major public holidays, significant national events, or electoral activities have been identified as falling within the proposed consultation period that could adversely affect stakeholder engagement.

8. Post-Consultation: Next Steps

8.1 Collating and Reviewing 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 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.

9. Appendix A: List of Stakeholders

- 9.1.1 As NATS is continuously monitoring the impact of this proposal and is striving to keep the stakeholder list appropriate. During the Stage 3 work, the stakeholders from Stage 2 were reviewed, to make sure they were still relevant, and several new organisations were added. The current stakeholder list is below (Table 7).
- 9.1.2 Added during Stage 3 are the French Air and Space Force and Belgian Armed Forces, which have been continuously engaged with through the broader EUROCONTROL CEHI forum. Manston Airport due to its geographic location and since RiverOak Strategic Partners (RSP) is conducting a consultation with a hope to reopen Manston Airport as a dedicated air freight hub due to open in 2029 ^(Ref 5).

Table 7 Identified Stakeholders

Stakeholder	Included from Stage
Airlines and Lead Operator Carrier Panel (LOCP) Members	
Aer Lingus	Stage 1
Air Canada	Stage 1
Air India	Stage 1
Austrian Airlines	Stage 1
British Airways	Stage 1
British Business and General Aviation Association	Stage 1
Brussels Airlines	Stage 1
Cargolux	Stage 1
Condor	Stage 1
Delta	Stage 1
DHL Air	Stage 1
easyJet	Stage 1
Emirates	Stage 1
Eurowings	Stage 1
FedEx	Stage 1
Italia Transport Aero	Stage 1
Jet 2	Stage 1
Logan Air	Stage 1
Lufthansa	Stage 1
Qatar Airways	Stage 1
Ryanair	Stage 1
Singapore	Stage 1
Swiss International Airlines	Stage 1

TUI Airways	Stage 1
Turkish Airlines	Stage 1
United Airlines	Stage 1
Virgin Atlantic	Stage 1
Wizz Air	Stage 1
Air Navigation Service Providers (ANSPs)	
Belgian Armed Forces	Stage 3
Direction des Services de la Navigation Aérienne (DSNA)	Stage 1
EUROCONTROL Maastricht	Stage 1
EUROCONTROL Network Manager	Stage 3
French Air and Space Force	Stage 3
skeyes	Stage 1
Airports with Proposed Speed Restrictions	
London Gatwick	Stage 1
London Heathrow	Stage 1
London Luton	Stage 1
London Stansted	Stage 1
Other Impacted Airports	
London Biggin Hill	Stage 1
London City	Stage 1
London Southend	Stage 1
Manston	Stage 3
RAF Northolt	Stage 1
Relevant National Air Traffic Management Advisory Committee (NATMAC) Members	
Airlines UK	Stage 1
British Airline Pilots Association (BALPA)	Stage 1
Guild of Air Traffic Control Officers (GATCO)	Stage 1
Honourable Company of Air Pilots (HCAP)	Stage 1
Low Fare Airlines	Stage 1
Ministry of Defence (MOD): Defence Airspace and Air Traffic Management (DAATM) 78 Sqn	Stage 1

10. Appendix B Glossary

Acronym	Definition	Explanation
ACP	Airspace Change Proposal	A formal proposal submitted to the CAA to modify airspace structure, procedures, or classification
AIP	Aeronautical Information Publication	A publication issued by a country's civil aviation authority that contains detailed information necessary for air navigation, including regulations, procedures, and facilities
ANG	Air Navigation Guidance	Official guidance material published by the CAA outlining regulatory expectations and best practices for air navigation and airspace change activities
ANSP	Air Navigation Service Provider	An organisation responsible for providing air traffic control and related services to aircraft
ATC	Air Traffic Control	A service provided to ensure the safe and efficient movement of aircraft in controlled airspace
ATS	Air Traffic Service	A generic term covering services provided to aircraft
BAF	Belgium Air Force	Belgium's aerial warfare force
BALPA	British Airline Pilots Association	The professional association and trade union representing UK airline pilots
CAA	Civil Aviation Authority	The UK's aviation regulator
CAP	Civil Aviation Publication	Official documents issued by the CAA containing regulations, guidance, and policy relevant to aviation stakeholders
CBA	Military Cross Border Area	A volume of airspace primarily used for security threats, with short-notice activation
CEHI	Central European High Project	A collaborative initiative focused on airspace optimisation in the high-level European network
CO ₂	Carbon Dioxide	A greenhouse gas emitted by aircraft, used as a key metric for environmental impact assessment
COP	Coordination Point	A defined point in airspace where responsibility for aircraft is transferred between air traffic control sectors or units
DAATM	Defence Airspace and Air Traffic Management	The military organisation responsible for managing UK military airspace and coordinating military air traffic activities with civil aviation
DP	Design Principles	Agreed criteria or objectives used to guide the development of airspace design options
DPE	Design Principle Evaluation	The process of assessing how well proposed airspace options meet the established design principles
DSNA	Direction des Services de la Navigation Aérienne	The French national air navigation service provider
DVR	Dover Area Control (Sectors 15 and 16)	Specific UK air traffic control sectors covering the Dover region
FAQ	Frequently Asked Questions	A collection of commonly asked questions and answers used to provide quick clarification to stakeholders or the public
FIR	Flight Information Region	A defined area of airspace within which flight information and alerting services are provided
ft	feet	A unit of measurement
GATCO	Guild of Air Traffic Control Officers	A UK professional body representing air traffic control officers

Acronym	Definition	Explanation
GDPR	General Data Protection Regulation	EU (and retained UK) legislation governing the protection and processing of personal data
HCAP	Honourable Company of Air Pilots	A professional body promoting aviation safety, education, and airmanship standards
IOA	Initial Options Appraisal	An early-stage assessment process where potential airspace design options are developed and evaluated against design principles
LoA	Letter of Agreement	A formal contract between different air traffic control (ATC) facilities, military units, or local airports. It defines the specific coordination procedures, areas of responsibility, and transfer methods for aircraft transitioning between jurisdictions
LOCP	Lead Operator Carrier Panel	A group of key airline operators engaged to provide operational input and feedback during airspace design and consultation processes
LTMA	London Terminal Control Area	The TMA serving airports around London
MOD	Ministry of Defence	UK government department responsible for defence, including military aviation and airspace usage
MUAC	Maastricht Upper Area Control Centre	A multinational ATC centre providing upper airspace control for several European countries
NATMAC	National Air Traffic Management Advisory Committee	A committee comprising of aviation stakeholders who are consulted on airspace changes and policy developments in the UK
NERL	NATS En-route PLC	The principle UK ANSP
RAF	Royal Air Force	United Kingdom's aerial warfare force
RSP	RiverOak Strategic Partners	The organisation conducting a consultation with a hope to reopen Manston Airport
SARG	Safety & Airspace Regulation Group	A division within the CAA that is responsible for safety oversight, airspace management, and authorisation of air traffic services
SID	Standard Instrument Departure	A published procedure for departing aircraft from an aerodrome
Sqn	Squadron	A division of the RAF
TC	Terminal Control	A geographical control area around one or more major airports. In this instance, the London airports.
UIR	Upper Information Region	The upper portion of a Flight Information Region, covering higher altitudes
UK	United Kingdom	The country of the United Kingdom
UK ADS	UK Airspace Design Service	A single guiding mind to coordinate and sponsor future airspace changes to deliver the holistic, modernised airspace design envisaged by the CAA's Airspace Modernisation Strategy

End of Network Improvements on the UK Dover (DVR) Interface Stage 3 Consultation Strategy