

Future Airspace Strategy Implementation- ScTMA

Gateway Documentation:
Stage 3 Consultation Strategy
ACP-2019-74

NATS

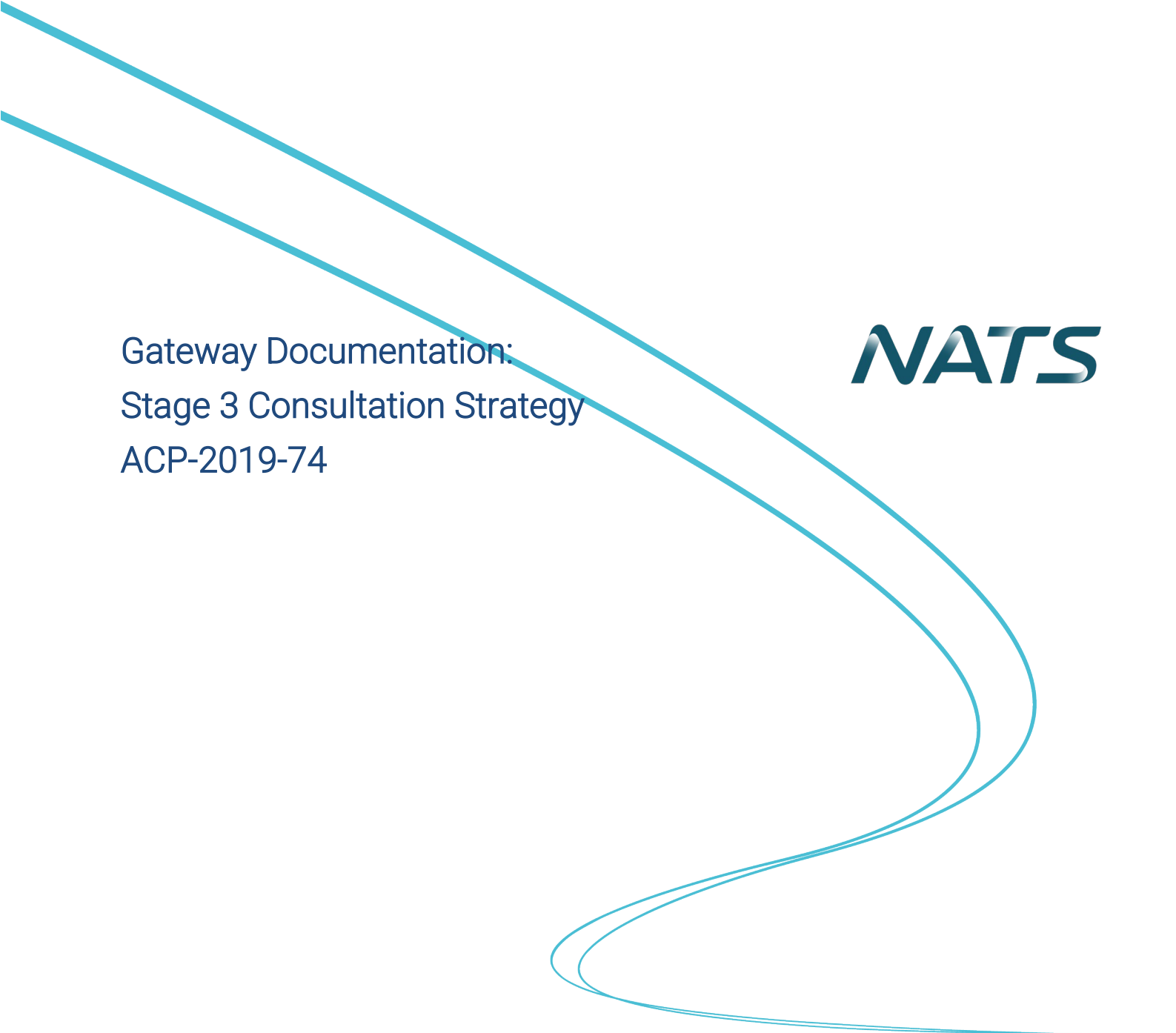
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Table of Contents

1. Introduction	6
1.1 Background	6
1.2 Scottish Airspace Modernisation and the Coordinated Consultation	6
1.3 The Airspace Change Masterplan	6
1.4 Coordinated Approach to Consultations/Rationale	7
1.5 How to read this document	9
1.6 Where are we in the Airspace Change Process	10
1.7 CAP1616 Stage 3 Consultation Requirements	11
1.8 Proposed Scaling Activities	12
1.9 ACP Scope	13
1.10 Coordinated Consultation Approach	14
2. Objectives	16
2.1 Consultation Strategy Objectives	16
2.2 Consultation Objectives	16
2.3 NERL Airspace Change Objective	16
2.4 Scottish Airspace Modernisation Change Objectives	16
3. Summary of ACP and Engagement Activity Undertaken to Date	18
3.1 Summary	18
3.2 Engagement to Date	21
4. Audience	22
4.2 Stakeholder Impact of the Proposed Design	22
4.3 Stakeholder Mapping	23
4.4 High Influence/High Interest (box one) – Actively Engage	23
4.5 High Influence/Low Interest (box two) – Meet Needs	24
4.6 Low Influence/High Interest (box three) – Keep Informed	24
4.7 Low Influence/Low Interest (box four) – Monitor	24
4.8 Information Needs of the Coordinated Consultation Audience	24
4.9 Seldom-Heard Groups	25
5. Approach	26
5.1 How We Will Consult	26
5.2 Use of Intermediaries	28
5.3 Response Sharing and Sponsor Coordination	28
5.4 Successful Consultation Criteria	29
6. Materials	30
7. Length	32

7.1	Consultation Duration	32
7.2	Core Period	32
7.3	The Final Two Weeks	32
7.4	Contingency Plan	32
8.	Responding to the Consultation	34
9.	After the Consultation Ends	35
10.	Conclusions	36
11.	Appendix A: Approach to Coordinated Consultation	37
11.1	Scottish Airspace Modernisation and the Coordinated Consultation	37
11.2	Purpose of Appendix A	39
12.	Appendix B: List of Stakeholders	40
13.	Appendix C: Communications/Activities Plan	51

Roles

Action	Role	Date
Produced	Airspace Change Specialist Airspace Change Compliance & Delivery	August 2025
Reviewed Approved	Manager Airspace Change Compliance & Delivery Airspace Change Compliance & Delivery	August 2025
Reviewed Approved	Airspace Implementation Manager Airspace & Future Operations	August 2025
Reviewed Approved	Head of Airspace Development (Airspace & Future Operations)	August 2025

Issue	Month/Year	Changes this issue (most recent first)
Version 3.0	August 2025	Following Gateway the following Typos have been updated: - Consultation length updated from 12 to 14 weeks in para 7.4.3. - Year corrected for final reminder email from 2025 to 2026.
Version 3.0	August 2029	Updated following Cluster Gateway July 2025 including: - Change history Added. - Consultation Dates updated - FASI Map updated to remove reference to Exeter and Manston airports.
Version 2.0	December 2024	Updated Document following Gateway Feedback. Updates include: - Addition of a stakeholder impacts section. - Stakeholder list updated to show coordinated stakeholders. - Description of the Coordinated consultation and communications group added. - Clarified that the NERL citizen space page will include links to the airport's citizen space pages. - Success criteria updated.
Version 1.0	August 2024	Original submission to CAA for Gateway Assessment.

Referenced Documents

Reference No	Name and description	Links
1	Future Airspace Strategy Implementation-ScTMA– CAA's Airspace Change Portal Showing progress through CAP1616	LINK
2	Stage 1 Assessment Meeting Presentation	LINK
3	Stage 1 Assessment Meeting Minutes	LINK
4	Stage 1 Design Principles	LINK
5	Stage 2 Design Options and Evaluation	LINK
6	Stage 2 Initial Options Appraisal including Safety Appraisal	LINK
7	Stage 3 Consultation Document	LINK
8	Stage 3 Full Options Appraisal	Link
9	CAP1616: Airspace Change Process	LINK
10	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	LINK
11	SARG Policy: Reduction in Notified Hours or Disestablishment of Airspace Restrictions	LINK
12	CAP1616f: Guidance on Airspace Change Process for Permanent Airspace Change Proposals	LINK
13	CAP1711: Airspace Modernisation Strategy 2030 – 2040. Part 1: Strategic objectives and enablers.	LINK
14	Airspace Change Masterplan Iteration 3 Scotland	LINK

1. Introduction

1.1 Background

- 1.1.1 This document forms part of the document set submitted to the CAA in accordance with the requirements of the CAP1616 Airspace Change Process. It aims to provide adequate evidence to satisfy Stage 3 Consult Gateway, Consultation Strategy.
- 1.1.2 Consultation is an essential part of the airspace change process, defined in CAP1616 and regulated by the Civil Aviation Authority (CAA).
- 1.1.3 Consultation is the sponsor's opportunity to formally engage a wide variety of stakeholders, inform them of the benefits and impacts of the proposal in a transparent and accessible way, and acquire valuable feedback to inform the final proposal.
- 1.1.4 The foundation of a good consultation is adherence to the four 'Gunning Principles', which set out the legal expectations for what constitutes an appropriate consultation. The Gunning Principles are that:
- the consultation should occur when proposals are at a formative stage
 - the proposer must give sufficient reasons for any proposal to permit intelligent consideration and response
 - adequate time is given for consideration and response
 - the product of consultation must be conscientiously taken into account when finalising the design.

1.2 Scottish Airspace Modernisation and the Coordinated Consultation

- 1.2.1 The Airspace Change Organising Group (ACOG) was formed in 2019 under the direction of the UK Government Department for Transport (DfT) and CAA, who co-sponsor and regulate airspace modernisation. ACOG is tasked with developing the UK Airspace Change Masterplan (the Masterplan), with oversight from an impartial Steering Committee of senior representatives drawn from across the aviation sector. More information is available on ACOG's website, www.acog.aero.
- 1.2.2 The UK's airspace is being upgraded as part of the UK Government's airspace modernisation programme. This includes redesigning the arrival and departure routes that serve many of the UK's airports. Airspace modernisation will be delivered, in part, through a series of linked Airspace Change Proposals (ACPs). Eighteen of the UK's airports are sponsoring ACPs to upgrade the arrival and departure routes that serve their operations in the lower airspace (below 7,000 ft) and NATS En-route plc (NERL¹), the UK's licensed Air Navigation Service Provider (ANSP) for en-route operations. NERL is currently sponsoring seven ACPs to upgrade the route network that sits above 7,000 ft. These busy portions of airspace where there are lots of climbing and descending flights, are referred to as Terminal Control Areas (TMAs).

1.3 The Airspace Change Masterplan

- 1.3.1 Airspace modernisation is a complex programme with many organisations working together on a single coordinated implementation plan out to 2040 – the Masterplan. The changes that make up the Masterplan will upgrade the UK's airspace and deliver the objectives of airspace modernisation.
- 1.3.2 The Masterplan ACPs are grouped into four clusters. Each is based on the interdependencies between the individual proposals and analysis conducted by NATS into areas of the existing airspace where inefficiencies and delays are expected to worsen as traffic levels grow.

¹ NATS is the UK's principal air navigation services provider and is split into two main businesses, which provide two distinct services:

- NATS (En-Route) plc (NERL) – the regulated business, which provides air traffic management services to aircraft within UK airspace and over the eastern part of the North Atlantic; and
- NATS (Services) Ltd (NSL) – the unregulated business, which provides air traffic control services at many of the UK's major airports (15 civil and 7 military airfields) and other airports overseas.

1.3.3 The Masterplan is organised into clusters so that the simpler airspace changes can be deployed sooner, realising benefits earlier. The timelines for making airspace changes are generally shorter for the simpler clusters, like the Scottish Terminal Control Area (ScTMA), where there are fewer airports and less complex interdependencies.

1.3.4 Figure 1 illustrates the airport sponsored ACPs in each Masterplan cluster, located in:

- the west of the UK, known as the West Terminal Airspace
- the north of England, known as the Manchester Terminal Control Area (MTMA)
- the south of Scotland, known as the Scottish Terminal Control Area (ScTMA)
- the southeast of England, known as the London Terminal Control Area (LTMA)

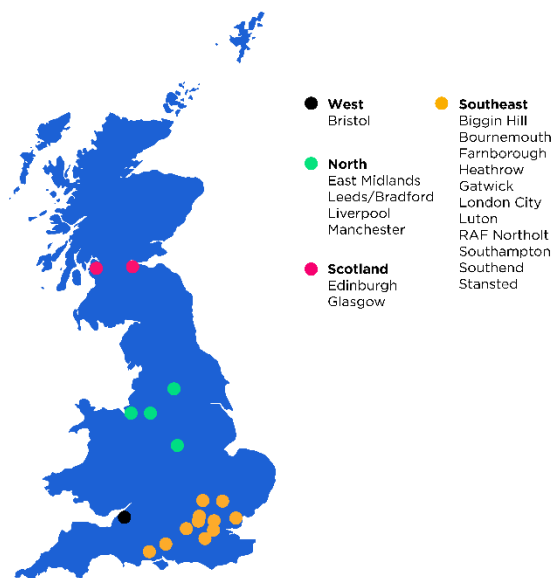


Figure 1: Four clusters of the Airspace Change Masterplan and airport sponsored ACPs.

1.3.5 This ACP is part of the Future Airspace Strategy Implementation North (FASI-N) Scotland cluster of airports as detailed in the Airspace Change Masterplan. This cluster will undertake a coordinated consultation which includes the following ACPs:

- Future Airspace Strategy Implementation North- ScTMA (ACP-2019-74) (**This ACP**)
- FASIN-Glasgow Airport Airspace (ACP-2019-46)
- FASIN-Edinburgh Airport Airspace (ACP-2019-32)

1.3.6 Collectively, this change will be referred to as “Scottish Airspace Modernisation”.

1.4 Coordinated Approach to Consultations/Rationale

1.4.1 Interdependencies between ACPs typically arise when multiple changes are proposed in the same broad volumes of airspace, in similar timeframes and by multiple sponsors, which must be integrated into an overall system that is safe and efficient. The stakeholders that might be impacted by the development of the overall system or specific aspects of the component ACPs should be consulted in a coordinated manner on the various impacts and options.

1.4.2 The range and level of coordination between sponsors’ consultations is based on the nature of the interdependencies between ACPs. The greater the scale of the interdependencies or influence between changes, with consideration of the potential collective impacts for stakeholders, will dictate the level of coordination required.

1.4.3 The CAP1616 consultations are the opportunity for stakeholders to provide feedback on the ACPs and influence the final design. As part of the consultation exercise the sponsors will provide more detail on their preferred options, outlining any design conflicts that may have arisen, present the cumulative and collective impacts of the changes, and include further detail on any proposed trade off decisions.

1.4.4 The Scottish cluster share limited interdependencies, with no collective impacts below 7,000 ft. ACOG, working with Glasgow Airport, Edinburgh Airport and NERL, has developed a proportionate approach to coordinating consultations, guided by a set of common principles. These principles were developed collaboratively and engaged on in ACOG's Public Engagement Exercise which ran from 29 January to 10 March 2024. For details see [here](#).

1.4.5 The principles are summarised below and organised into four themes: audience, approach, materials and length, in line with the CAP1616 process.

Audience

1.4.6 The ACP sponsors have already conducted audience identification and analysis in Stages 1 and 2 of the CAP1616 process (Reference 9) and engaged with a mix of representative stakeholders. Further analysis of the stakeholder groups that are potentially impacted by the ScTMA ACPs has been drawn from the sponsors' Full Options Appraisals.

1.4.7 The ScTMA ACP sponsors have:

- Combined their analysis of potentially impacted stakeholders to understand where coordination is most important and streamline the delivery of consultation activities
- Integrated their audience mapping to minimise the risk that stakeholders are contacted multiple times by different sponsors and reduce duplications of effort
- Identified and coordinated the use of potential intermediaries, for example local authorities and environmental interest groups

Approach

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

1.4.9 The sponsors have established coordinated consultation and communication working groups which are responsible for ensuring the consultation strategy is delivered in a coherent and efficient manner. These groups will continue to meet throughout the ACP period to align stakeholder communications and engagement by:

- Developing common consultation communications collateral
- Agreeing information dissemination, such as social media and press releases, and engagement/consultation plans for joint stakeholders
- Coordinating communications with shared audiences as outlined in our consultation strategies.

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

Materials

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

- The context and background to the proposed changes, using consistent language about the airspace modernisation programme, tailored for each specific ScTMA ACP
- The cumulative and collective impacts, presented in the same format, with the same language to explain the methods used to calculate them
- Proposed trade-off decisions, presented in a consistent way, applying the same questions for feedback
- A glossary for the ACPs covering all technical terms

Length

- 1.4.12 The CAP1616 process guidance explains that the accepted standard for the duration of a consultation exercise is 12 weeks. Glasgow Airport, Edinburgh Airport and NERL have considered the following points in coordinating their consultation timelines:
- Any major holidays (such as Christmas and Hogmanay) within the locality of the proposed changes, allowing extra time if appropriate
 - Proposed the same launch date and close date is chosen for all consultations
 - Review points to enable the coordinated approach to be refined if required and provide the opportunity to consider responding to any common challenges in a coordinated way
 - The approach to analysing responses which will be undertaken collaboratively to ensure all feedback is captured. Sponsors will consider the relevance of the feedback to the other sponsors and share responses as appropriate
 - Developing potential consultation extension plans collaboratively so that in the event of an extension being required, all sponsors have considered the impact this will have on their in-train consultation activities.
- 1.4.13 Further detail around the execution of these principles can be found within this document and ACOG's consultation framework document (Appendix 1 of the Masterplan Iteration 3 Scotland, Reference 14).

1.5 How to read this document

- 1.5.1 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.
- 1.5.2 We explain **where we are in the airspace change process**, and the objectives of this proposal.
- 1.5.3 We consider **who** may be impacted by the proposed changes. The audience comprises of several different types of stakeholder; we will describe who they are and how we have classified them.
- 1.5.4 Some of our stakeholders are included within one or both of Glasgow Airport's and Edinburgh Airport's stakeholder audiences. For these stakeholders, engagement exercises will be coordinated with the corresponding airport(s).
- 1.5.5 We describe **how** we plan to reach all stakeholders to ensure they have the opportunity to respond effectively, including through engagement exercises.
- 1.5.6 We describe **what** we will use to inform stakeholders of the proposed plans. We will be targeting primarily aviation experts, as such, the materials will contain some technical information. We will endeavour to make this as concise and accessible as possible for those without prior 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.
- 1.5.7 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.
- 1.5.8 We briefly describe what happens once 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.

1.6 Where are we in the Airspace Change Process

- 1.6.1 NERL is the sponsor of this ACP, Future Airspace Strategy Implementation- ScTMA (ACP-2019-074). This ACP is part of the FASI-N Scotland cluster as detailed in the Airspace Change Masterplan.
- 1.6.2 The airspace change is completed in accordance with the CAA's CAP1616 Airspace Change Process (Reference 9), and the Masterplan Iteration 3 - Scotland.
- 1.6.3 In October 2023, the CAA released a new edition of the CAP1616 with a transition to this guidance for existing ACPs from January 2024. All submissions (Stages 1 and 2) for this ACP were completed prior to January 2024 in adherence with Ed. 4 of the CAP1616. All submissions following January 2024 (Stage 3 onwards) will be in adherence with the new guidance document, CAP1616 Ed. 5.
- 1.6.4 NERL completed Stage 1 Define in June 2020, where we established the need for an airspace change. We also engaged representatives of stakeholder groups to agree the design principles underpinning this proposal.
- 1.6.5 NERL completed Stage 2 Develop & Assess in June 2023, 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 qualitative benefits and impacts of each concept.
- 1.6.6 NERL is now in Stage 3 Consult/Engage.

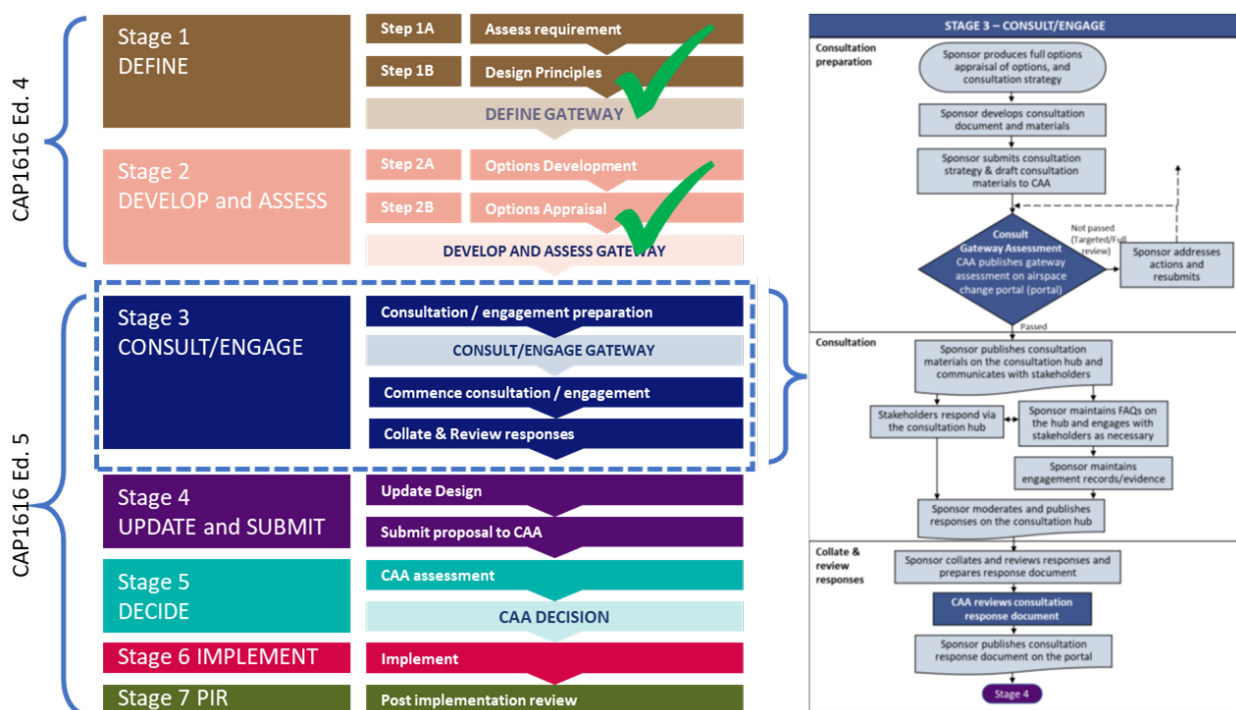


Figure 2: Airspace Change Process – Overview showing relevant Edition 4 and 5 sections (left), and Stage 3 Consult (right)

- 1.6.7 In the above flowcharts, this document forms part of Stage 3 Consult/Engage. It is designed to be read in conjunction with the Consultation Document (Reference 7) and the Full Options Appraisal (Reference 8) which are all Stage 3 documents.
- 1.6.8 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 or via Reference 1:

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=192>

1.7 CAP1616 Stage 3 Consultation Requirements

- 1.7.1 Stage 3 is where the change sponsor, NERL, prepares for and undertakes consultation. Once NERL has passed the “Consult/Engage” gateway, which occurs in the middle of Stage 3, the sponsor can launch consultation.
- 1.7.2 This is a key stage of the airspace change process for us to seek feedback to help us understand stakeholders’ views about the impacts of the ACP. This feedback will help shape the final ACP ahead of its submission at the end of Stage 4.
- 1.7.3 As part of the preparation for the consultation, NERL must produce a Consultation Strategy that meets the following criteria shown in Table 1:

CAP1616 Criteria	Document Location
The change sponsor must produce a Consultation Strategy that identifies which stakeholders are likely to be impacted, positively or negatively.	4
Explains what stakeholders’ information needs are and, where appropriate any seldom-heard audiences.	4.7 4.8
Details how the change sponsor will inform different audiences of the consultation and what opportunities those audiences will have to engage and respond.	5 and 7 8
Considers whether it is appropriate to use intermediaries to communicate with impacted stakeholders, or whether the nature of the airspace change proposal means direct contact with impacted parties is more appropriate.	5.2 4.4, 4.5, 4.6 and 4.7
Considers whether individual properties need to be contacted, or that sets out other reasonable methods of reaching communities.	No: this ACP is targeting aviation experts as per Appendix B: List of Stakeholders. NERL will support the airports as required with their community engagement.
Details the intended start and end dates of the consultation and provides a rationale detailing why the consultation length is sufficient to facilitate an effective consultation.	7.1
Should include a timetable of associated consultation activities.	Appendix C: Communications/Activities Plan
Explains what steps will be taken to generate appropriate level of participation and respond to unexpected events and challenges.	5.1 and 7 7.4
Details how the consultation material will provide stakeholders with enough information to ensure that they understand the issues and the potential impacts of the airspace change proposal on them, so they can give informed responses.	6
Sets out how the change sponsor will use the most up-to-date and credible, clearly reference sources of data, with modelling carried out in line with relevant best practice.	6.1.8
Should set out how the supporting materials will be developed to suit a range of audiences.	5.1 and 6

Table 1: CAP1616 Consultation Strategy Criteria.

1.8 Proposed Scaling Activities

- 1.8.1 Following the Stage 2: Develop and Assess Gateway Assessment, this proposal has been confirmed by the CAA as a Scaled Level 1 change. We agree that in line with the definitions detailed in CAP1616, this airspace change is a Scaled Level 1 change.
- 1.8.2 A level 1 change is 'A change to the notified airspace design that has the potential for a high impact on aviation and/or non-aviation stakeholders.' It is expected that any change that has the potential to alter flight behaviours below 7,000 ft (above mean sea level) over land to fall within this level.
- 1.8.3 The changes included within this airspace change proposal are all contained within the airspace at and above 7,000 ft. However, it is accepted that NERL's proposed changes may influence flight behaviours below this level by:
 - Introducing new ATS routes which provide alternate arrival and departure options for ScTMA aircraft resulting in a redistribution of aircraft below 7,000 ft
 - Introduction of additional routes required to systemise the airspace resulting in a lateral shift of aircraft below 7,000 ft.
- 1.8.4 Therefore, a Scaled Level 1 change was agreed.
- 1.8.5 Any consequential impact to flight behaviours below 7,000 ft will be captured within the corresponding Glasgow Airport and / or Edinburgh Airport's ACPs. There are no consequential impacts to flight behaviours below 7,000 ft expected for traffic arriving or departing to any airport beyond Glasgow Airport and Edinburgh Airport.
- 1.8.6 It is disproportionate to require airspace change sponsors to deliver all the requirements detailed within the CAP1616 for all ACPs. To ensure the process remains proportionate to the change being delivered, the sponsor can propose a scaled approach to the requirements as discussed during earlier gateway submissions.
- 1.8.7 Our proposed scaling was described within the Stage 2 Design Options and Evaluation (Reference 5) and is restated and justified below.
- 1.8.8 The changes proposed within the NERL ACP only directly impact aircraft tracks above 7,000 ft. This is above the 7,000 ft threshold stipulated by the DfT in the Air Navigation Guidance 2017 (Reference 10) for assessing impact on stakeholders on the ground. Below this altitude, overflights are deemed to have significant impact on stakeholders on the ground and noise is the priority. NERL has assessed that there would be no significant change to noise or visual intrusion and no significant change in impact to stakeholders on the ground due to any of the proposed ScTMA change options not covered within corresponding airport submissions.
- 1.8.9 Therefore, as the changes to aircraft tracks included within this ACP are contained within the en-route airspace, above 7,000 ft, and as Glasgow Airport and Edinburgh Airport are pursuing their own ACPs, including changing the low-level tracks below 7,000 ft to align with the changes proposed within this ACP, NERL considers it disproportionate to consider noise impacts within this ACP.

In line with this reasoning, NERL intends to continue to work closely with airport stakeholders on options development and, provide support to their consultations (where requested and appropriate). This will include:

- Briefing/notifying Members of Parliament (MPs) / Members of the Scottish Parliament (MSPs) early in the consultation period
- Coordinating engagement sessions with the airports
- Supporting feedback to responses to the airports' stakeholders that may impact the NERL design
- Consulting with relevant identified stakeholders on the proposals for change to the en-route network above 7,000 ft
- Producing a network CO₂ emissions analysis
- Providing a Cost Benefit Analysis for the system-wide proposed option

- Providing indicative route comparisons for the Top 10 destinations for Glasgow Airport and Edinburgh Airport
 - Considering responses received from non-targeted community stakeholders
 - Adhering to the agreed consultation principles described in the Masterplan
- 1.8.10 As the following will be included within the corresponding airports submission, NERL does not intend to:
- Proactively consult on route changes below 7,000 ft
 - Proactively consult local communities
 - Produce noise analyses
- 1.8.11 NERL could have designed an interface between the ATS route structure and all the impacted FASI-N airports which would not alter the traffic patterns below 7,000 ft. However, this approach has not been taken. It was considered that restricting the design in this way would limit the benefits of airspace modernisation for NERL, the airports, carriers as well as ground-based stakeholders. This constraint would not have led to an optimal airspace design.
- 1.8.12 As part of this ACP, NERL has ensured:
- The proposed design is compatible with the proposed FASI-N airports design
 - The proposed design is compatible with the existing airspace constraints
 - The proposed design is compatible with the existing surrounding airspace
 - Connectivity to airports not sponsoring a FASI-N ACP is maintained.

1.9 ACP Scope

- 1.9.1 This document sets out the NERL Consultation Strategy for Future Airspace Strategy Implementation North (FASI-N)- ScTMA (ACP-2019-74) in accordance with the coordinated consultation principles to ensure the consultation is effective and productive and coordinated where appropriate.
- 1.9.2 During Stage 2 (Reference 5) of the CAP1616 process the geographic region of the ScTMA change was proposed. Some changes will be proposed outside of this area to facilitate the transition of aircraft from the ATS route network to Free Route Airspace (FRA) above this change. This area was split into six geographic elements with individual concepts proposed for each element to modernise the en-route ATS route network. In total 22 concepts were considered.
- 1.9.3 Design Principle Evaluation (Reference 5) and the Initial Options Appraisal (Reference 6) reduced this to a single concept for five of the elements and two concepts for the remaining ATS route network element.
- 1.9.4 In addition to the ATS route network element concepts, three additional elements were included to provide:
- Departure connectivity
 - Arrival connectivity
 - Arrival structure.
- 1.9.5 Two concepts were considered for each of these elements with a single concept remaining following the Design Principle Evaluation (Reference 5) and the Initial Options Appraisal (Reference 6).
- 1.9.6 The remaining concepts are described and combined into a single system-wide design within the Consultation Document.
- 1.9.7 The changes to the ATS route network and Instrument Flight Procedures (IFPs) included within this airspace change are contained between FL70 and FL255.

- 1.9.8 In addition to the above proposed changes, NERL will, as described within the Consultation Document, seek to release superfluous controlled airspace (CAS), where able, increasing the available Class G² airspace volume for other airspace users.
- 1.9.9 NERL considers this to be analogous to the SARG policy; Reduction in Notified Hours or Disestablishment of Airspace Restrictions (Reference 11), which was a Level 0 (Administrative Change) ACP process. (This policy has not been updated following the release of CAP1616 Ed. 5 which no longer includes a level 0 change. NERL considers this analogous to an administrative change).
- 1.9.10 The release of CAS has only been considered where there is existing Class G airspace available for General Aviation (GA) traffic to currently use below CAS. Therefore, any release of CAS will result in an increase in airspace volume of existing Class G airspace within that area. NERL considers that the release of airspace, under this condition, will have a negligible impact on the number of aircraft using the airspace. Therefore, the release of CAS will only deliver positive impact to our stakeholders by providing a greater volume of airspace for GA traffic to fly within. This could also lead to a reduction in the noise impact for stakeholders on the ground as aircraft will be able to elect to fly at a higher altitude. We therefore consider the release of CAS will not compromise the arguments for scalability within this ACP as this would only deliver positive benefits.
- 1.9.11 NERL does not consider it proportionate to attempt an in-depth quantitative analysis of potential GA use or impact of this use of released CAS as it is not possible to predict the GA utilisation of this airspace. A systemwide GA impact is included in the CAF2 documentation.
- 1.9.12 In addition, NERL will review the existing category of airspace and ensure that the airspace is the lowest possible category to integrate all airspace users in a safe and efficient manner.
- 1.9.13 NERL is consulting on the system-wide design.
- 1.9.14 The 'do nothing' option was discounted as it did not meet or partially met several of the design principles (Reference 5) but has been used for comparative purposes.
- 1.9.15 There is still scope for feedback on the specific details of the design option upon which NERL is consulting.
- 1.9.16 Following the Stage 2: Develop and Assess Gateway Assessment, this proposal has been confirmed by the CAA as a 'Scaled Level 1' change due to the changes potentially influencing flights below 7,000 ft.

1.10 Coordinated Consultation Approach

- 1.10.1 As part of the FASI program to modernise the airspace surrounding the ScTMA, the design option described with in this document is the product of continued collaborative design between NERL and the airport sponsors. It was agreed between sponsors and ACOG that the portion of the system-wide design featuring procedures designed below 7,000 ft should be included within the corresponding airports' ACPs, and any Level 1 requirements associated with these changes captured within the airports' submissions. This includes changes to airports' Standard Instrument Departures (SIDs) (published procedures for aircraft departing the airport) and Arrival Transitions (published procedures for landing aircraft between the hold to the airfield).
- 1.10.2 This ACP will cover the route network and arrival procedures from the network to the holds, the holds and connectivity above 7,000 ft to the airport departure procedures. The airports have provided the locations where the aircraft can be expected to be above 7,000 ft along their procedures. A description of the procedures where aircraft are expected to be above 7,000 ft is included within the NERL submission.
- 1.10.3 This approach was agreed as the airport sponsors have a more informed understanding of the local landscape as well as pre-existing relationships with the community stakeholders.

² Class G airspace is the least restrictive airspace in the UK and therefore, accessible to all airspace users. For more details on airspace classifications, see the "Introduction and Release of Controlled Airspace" chapter of the Consultation Document (Reference 7).

- 1.10.4 As such, NERL and the airport sponsors consider that any engagement activities relating to a change in traffic patterns below 7,000 ft will be most productive if facilitated by the corresponding airport sponsor(s) where appropriate.
- 1.10.5 The Scottish Airspace Modernisation sponsors will consult on their respective changes concurrently.
- 1.10.6 By consulting on these three related ACPs at the same time it will reduce the burden on stakeholders, it will assist stakeholder understanding of how the overall airspace system will operate, cumulative impacts can be more easily explained/understood, and stakeholder fatigue will be reduced.
- 1.10.7 Consultation responses will be considered in the consultation to which they were submitted. NERL will share responses between ACPs where a relevance is identified. Stakeholders are expected to provide a response to all consultations where they would like their response considered.

2. Objectives

2.1 Consultation Strategy Objectives

- 2.1.1 Table 1 in section 1.7 identifies the criteria required within a consultation strategy, however, CAP1616f (Reference 12) states that the sponsor should also have high level objectives which underpin the development of the consultation strategy.
- 2.1.2 The objective for the NERL Consultation Strategy is to produce a document which fulfils the requirements of CAP1616 (Edition 5) and provides all stakeholders with the necessary information to understand how the consultation will be managed, how they are able to respond to the consultation and how their responses will be dealt with.

2.2 Consultation Objectives

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

2.3 NERL Airspace Change Objective

- 2.3.1 Today's ATS route network has evolved over time and does not fully exploit modern navigation technology. The objective of this ACP is to modernise the route network surrounding the ScTMA in accordance with the CAA's Airspace Modernisation Strategy (AMS) (Reference 13) using Performance Based Navigation (PBN).
- 2.3.2 This will provide capacity benefits through systemisation by reducing and simplifying interactions whilst also providing environmental benefits through a reduction in fuel burn and CO₂ emissions.
- 2.3.3 The changes discussed within this consultation are contained in airspace above 7,000 ft and as such the assessment of environmental impacts is limited to CO₂ emissions within this submission. However, as these changes are coordinated with the changes proposed within the Scottish Airspace Modernisation airport submissions, the cumulative fuel and CO₂ impact will be described for the holistic airspace design.

2.4 Scottish Airspace Modernisation Change Objectives

- 2.4.1 The objectives of airspace modernisation in the Scottish Airspace Modernisation change align with the overall aims of the AMS. The change is expected to:
 - **Maintain and where possible improve the high levels of aviation safety**, simplifying the airspace design and reducing the complexity of the flight paths

- **Increase the airspace capacity** to accommodate reasonable growth in demand for commercial air transport whilst minimising delays, enhancing Scotland's global connections, giving better value and more choice for businesses and individual travellers and helping to stimulate economic growth benefiting the Scottish population
- **Improve the environmental sustainability** of aviation in Scotland, reducing CO₂ emissions through more efficient flight paths and enabling aircraft to climb more quickly, descend more quietly and reduce the total adverse effects of aircraft noise on people
- **Secure the most efficient use of airspace**, by creating an airspace design that can facilitate better sharing and access for commercial air transport, the military, GA, and in due course, new and emerging forms of aviation.

3. Summary of ACP and Engagement Activity Undertaken to Date

3.1 Summary

- 3.1.1 NERL began the process to modernise our airspace in October 2019 and passed through Stage 1 of CAP1616 in June 2020. Shortly after this, the project and much of the wider UK programme to modernise airspace was paused due to the COVID-19 pandemic, whilst the aviation industry focussed on managing the pandemic, and its recovery from it.
- 3.1.2 NERL notified the CAA in June 2021 of our intention to recommence our ACP, passing the Stage 2 Gateway in September 2022.
- 3.1.3 Table 2 below summarises the CAP1616 stages already undertaken for this ACP and the stage NERL are in now. Links to previous submission documents, held on the CAA's Airspace Change Portal, with further information are provided.
- 3.1.4 Stages 1 and 2 were written in accordance with CAP1616 Edition 4, and Stage 3 onwards is written in accordance with CAP1616 Edition 5.

Airspace Change Stage	Summary	Link to Documents	Summary of engagement activity
Stage 1A ³	In October 2019 NERL submitted our Statement of Need (SoN) to the CAA. NERL participated in an Assessment Meeting with the CAA on the 18 th June 2019 as part of Step 1A of the CAP1616 process (Reference 9). The purpose of the Assessment Meeting was for NERL to present and discuss the SoN and to enable the CAA to consider whether the proposal falls within the scope of the formal airspace change process.	SoN Assessment Meeting Presentation Minutes	No CAP1616 stakeholder engagement requirements.
Stage 1B	At Stage 1B, NERL developed a set of design principles with identified stakeholders. The aim of the design principles is to provide high-level criteria that the proposed airspace design options should meet. They also provide a means of analysing the impact of different design options and a framework for choosing between or prioritising options.	Stage 1B Design Principle Report	NERL prepared draft design principles and shared these with identified stakeholders and requested feedback. Stakeholder feedback was used to inform the final design principles. A full summary of stakeholder engagement in Stage 1 is available in our Stage 1B Design Principle Submission Report.
NERL passed the Stage 1 Define Gateway in June 2020			
	Amalgamation of our FASI-N ScTMA ACPs.	News article pertaining to ACP amalgamation.	Stakeholders were informed of the NERL intention to amalgamate the two NERL FASI-N ScTMA ACPs into a single submission. ACPs were formally amalgamated on 25th March 2022.
Stage 2A	At Stage 2A, NERL developed a set of design concepts that addressed the SoN and align with the design principles from Stage 1. Those options were then shared with stakeholder representatives (the same ones engaged with on the design principles), and the feedback used to further inform the proposals.	Stage 2A ScTMA Design Options and Evaluation	NERL developed Design Concepts to modernise the impacted airspace. These concepts were shared with identified stakeholders and requested feedback. Stakeholder feedback was used to inform the final design concepts.

³ Originally, NERL submitted 2 Statements of Need and completed Stage 1 for both ACPs. One focusing on the route network serving Edinburgh Airport, and one focusing on the Glasgow Airport route network. Due to the interdependencies between the ACPs, these were combined and continued under the single Edinburgh Airport ACP page.

Airspace Change Stage	Summary	Link to Documents	Summary of engagement activity
	The refined concepts were qualitatively assessed against the design principles and a Design Principle Evaluation was produced. NERL's Comprehensive List of Options was then shortlisted before progressing to Stage 2B.		
Stage 2B	Stage 2B requires the change sponsor to carry out an Initial Options Appraisal (IOA) of the airspace change concepts which remained following Stage 2A. The initial appraisal described the concepts under assessment and the baseline options, before explaining the methodology used to assess each option and the IOA outcome. Following this the document explained, based on the IOA, which concepts were taken forward to Stage 3 and developed into a preferred option.	Stage 2B ScTMA Options Appraisal	No CAP1616 stakeholder engagement requirements.
NERL passed the Stage 2 Develop & Assess in June 2023			
Stage 3	Stage 3 is the Consult/Engage stage of the airspace change process. A change sponsor is required to prepare for a consultation by conducting a Full Options Appraisal (FOA) on the option(s) which have been developed from Stage 2B. The sponsor must also produce a consultation strategy (this document) and produce draft consultation materials. The gateway for Stage 3 is at the mid-point of the stage, once the CAA have assessed the outputs and confirmed the sponsor has successfully passed the gateway, the sponsor can commence the consultation according to their published strategy. Following the close of the consultation, the sponsor must produce and publish a consultation response document before proceeding to Stage 4 of the process.		NERL has attended additional design activities with Glasgow Airport and Edinburgh Airport to collaboratively develop our concepts and airport options into a holistic airspace design that will be consulted upon in a coordinated manner. In addition, NERL has attended engagement sessions with stakeholders that are likely to be impacted by our design to fully understand and inform the development of the proposed NERL design.

Table 2: Summary of ACP and Engagement to date.

3.2 Engagement to Date

- 3.2.1 Through the NERL engagement activities undertaken so far, NERL has sought to ensure that:
- The correct audience is targeted in an appropriate manner and given the opportunity to respond
 - The engagement materials provide stakeholders with sufficient detail to make an informed response
 - The duration of the engagement has been appropriate.
- 3.2.2 Engagement activities have been undertaken with the relevant stakeholders (listed in [Appendix B](#)) identified during the Stage 1 Assessment Meeting (Ref 2).
- 3.2.3 Engagement during Stage 1 focused on the development of a series of our Design Principles (Reference 4), which were used to evaluate our Design Concepts against.
- 3.2.4 Engagement during Stage 2 focused on the development of Design Concepts including the identification and mitigation of potential resistance to the proposed concepts (Reference 5-6), to modernise the ScTMA airspace.
- 3.2.5 For full details of these earlier activities, see our Stage 2 Design Options and Evaluation (Reference 5).
- 3.2.6 Additional design activities have been carried out, following the Stage 2 gateway, with representatives of Glasgow Airport and Edinburgh Airport to develop the concepts into system-wide design solutions which will be consulted upon.
- 3.2.7 The stakeholder engagement summarised in the documents above show that appropriate 2-way engagement has taken place. Relevant stakeholders are fully aware of the proposed changes and have had the opportunity to shape the design principles and design concepts.

4. Audience

- 4.1.1 NERL's ACP, one of three ACPs making up the FASI-N Scotland cluster, is proposing changes within CAS above 7,000 ft. The audience for an airspace change above 7,000 ft is primarily defined by CAP1616 as the aviation industry.
- 4.1.2 During Stage 1 of the CAP1616 airspace change process, we identified a list of stakeholders which may be impacted by this ACP. These stakeholders were contacted during the previous stages of the airspace change process and remain the basis of our stakeholder list for Stage 3.
- 4.1.3 In conjunction with Glasgow Airport and Edinburgh Airport, NERL has carried out a stakeholder mapping exercise which identified all stakeholders who may be impacted by one or more proposals. Where NERL shares stakeholders with one or both Scottish Airspace Modernisation airport sponsors, engagement activities will be coordinated.
- 4.1.4 NERL will proactively engage with all stakeholders listed in [Appendix B](#), who will be invited to respond to the consultation.
- 4.1.5 Stakeholders who may be impacted by the proposed change fall within the following groups:
- Airports
 - Main airline operators from Glasgow Airport and Edinburgh Airport⁴
 - ANSPs
 - Members of the National Air Traffic Management Advisory Committee (NATMAC).
- 4.1.6 As the proposed changes in the NERL ACP are above 7,000 ft, NERL will not be targeting non-aviation stakeholders. However, where appropriate NERL will support the Scottish Airspace Modernisation airports in their consultation activities by attending airport community engagement sessions and by responding to questions raised in these events that may impact the proposed NERL airspace design.
- 4.1.7 NERL will, with the airport sponsors, brief MPs/MSPs where there is an impact due to overflight below 7,000 ft early in the consultation period to raise awareness of the changes. Additional engagement opportunities will be offered throughout the consultation window and the sponsors will respond proactively to any ad hoc requests. NERL will also notify MPs/MSPs where there are changes in the airspace above 7,000 ft which may result in additional interest from local communities.
- 4.1.8 NERL will welcome a consultation response from any individual or organisation whether targeted (within [Appendix B](#)) or not.

4.2 Stakeholder Impact of the Proposed Design

- 4.2.1 CAP1616f states that we "must produce a consultation strategy that identifies which stakeholders are likely to be impacted, positively or negatively." While NERL does not want to assume how stakeholders will respond to this consultation, Section 7 of our consultation document describes the potential impacts of the proposed design. These are summarised below:
- Commercial Aviation (Airlines and Business Aviation)**
- 4.2.2 The proposed design introduces new connectivity (Firth of Forth airspace) between the ScTMA and destinations to the East. These new routes simplify the operation of the airspace within the ScTMA, reducing flight over land for aircraft to and from the east and providing shorter, beneficial routings.
- 4.2.3 Systemisation should lead to increased route adherence and more flexibility in flight planning. In addition, systemisation should reduce the requirement for ATC tactical intervention, resulting in the aircraft trajectories correlating more closely to the flight plan with fewer delays and less

⁴ As part of the coordinated consultation plan, the NERL Stakeholder list has been updated to include all operators listed within the Edinburgh Airport and Glasgow Airport Consultation Strategies.

holding. The proposed option should enable airlines to achieve a more continuous climb into FRA and improved descent profiles into the ScTMA airfields leading to reduced operating costs. While some routes may show a disbenefit, overall, the design should deliver significant benefits to the commercial aviation sector including increased capacity.

Air Traffic Control

- 4.2.4 The proposed systemised design resolves conflicts between procedures by design rather than tactical intervention. This should result in aircraft trajectories correlating more closely to the flight plan with fewer delays and less holding, reducing controller workload. This should lead to increased safety and capacity and is expected to be beneficial to Air Traffic Control.

General Aviation

- 4.2.5 General Aviation typically operate in airspace below 6,000 ft. NERL has carefully considered and rationalised the volumes and classification of both existing and new CAS to ensure that GA community can operate as freely as possible.
- 4.2.6 In addition to the above, we have revised airspace sharing arrangements in relation to Temporary Reserved Areas (gliding). While there may be some impact on the gliding community, NERL considers these changes to be balanced and in line with Stage 2 feedback.

Military

- 4.2.7 NERL has engaged at all stages with the MoD and expects the proposed design to be acceptable to the MoD.

New Entrants

- 4.2.8 There is not expected to be an impact on this group.

4.3 Stakeholder Mapping

- 4.3.1 Stakeholders have been mapped by interest/influence using the four-box model shown below. [Appendix B](#) includes further information on this categorisation.

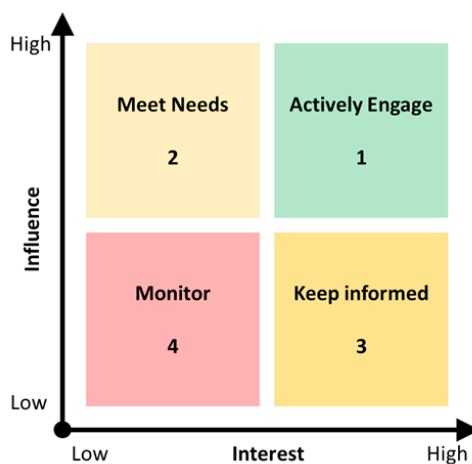


Figure 3: Influence/interest four-box model

- 4.3.2 This four-box model enables us to map audiences by their level of interest and influence. The key consideration is ensuring that all those who may be impacted by our airspace change (identified in [Appendix B](#)) are mapped in the correct box and engaged appropriately.

4.4 High Influence/High Interest (box one) – Actively Engage

- 4.4.1 Stakeholders mapped as high influence/high interest primarily consist of airspace users and airports who may be impacted by the proposed changes.
- 4.4.2 Email will be the primary means of initial contact with this group, followed up by further engagement opportunities e.g. webinars.
- 4.4.3 This group includes:

- Airports within the FASI-N Scotland cluster⁵
- Airports that may be impacted by this change but are not part of the FASI-N Scotland cluster
- Airlines who utilise Scottish airports and network airspace
- Military airspace users impacted by changes to CAS
- The British Gliding Association and General Aviation organisations potentially impacted by the proposed changes.

4.5 High Influence/Low Interest (box two) – Meet Needs

- 4.5.1 Stakeholders in this box are likely to be high-profile individuals or organisations who are unlikely to be impacted by the proposal.
- 4.5.2 These stakeholders could be technical aviation bodies, or representatives for airspace users or residents. They include:
- Adjacent ANSPs
 - Airports that may need to update aeronautical information due to this proposal
 - MPs/MSPs
 - Airspace users who utilise Scottish airports but not necessarily the network airspace.
- 4.5.3 The national representative bodies of airspace user groups will be asked to act as intermediaries to help communicate this consultation to impacted stakeholders in this group.
- 4.5.4 They will be made aware of the consultation and kept informed about its progress. If they would like to engage further with us, we will respond positively.

4.6 Low Influence/High Interest (box three) – Keep Informed

- 4.6.1 Those mapped as low influence/high interest include a broader set of aviation stakeholders who may use the impacted airspace and/or have some aviation technical expertise.
- 4.6.2 Examples of aviation stakeholders in this box could include:
- Specific local or national representative airspace user groups not in box one
 - Private pilots who fly their aircraft in the vicinity of the proposed new airspace.
- 4.6.3 Stakeholders in this group will be engaged via the cascade of information from GA organisations in box one. If NERL receive direct requests from private pilots to be engaged, then NERL will respond accordingly.

4.7 Low Influence/Low Interest (box four) – Monitor

- 4.7.1 These stakeholders are not directly impacted by the proposal but may have to adapt their systems ahead of implementation.
- 4.7.2 Examples include:
- Data houses
 - Flight plan providers
 - Airports in proximity of the change but their operation is not directly affected.

4.8 Information Needs of the Coordinated Consultation Audience

- 4.8.1 NERL has worked with Glasgow Airport and Edinburgh Airport to understand the varying information needs of different audiences to ensure these stakeholders can participate in all relevant consultations in a meaningful way.
- 4.8.2 The Scottish Airspace Modernisation sponsors have coordinated their approaches to consultation to ensure consistency where appropriate. More information on the consultation approach can be found in [Section 5](#).

⁵ The proposed FASI-N design has been developed by NERL, Glasgow Airport and Edinburgh Airport. Each sponsor fully supports the component parts of the overall design.

4.9 Seldom-Heard Groups

- 4.9.1 The NERL consultation primarily targets those within the aviation industry with existing knowledge of aviation which does not include seldom-heard audiences.

5. Approach

5.1 How We Will Consult

- 5.1.1 The coordinated consultation sponsors have established a unique domain, www.scottishairspacemodernisation.co.uk, which will host the common landing website for all audiences. This site will contain information on:
- Airspace Modernisation
 - ACOG and the Scottish Masterplan
 - CAP1616 process and the timescales
 - Introduction to the three consultations and how they are aligned
 - A brief description of the proposed changes
 - The timelines of the consultations.
- 5.1.2 All consultees will be directed to this website where a filtering tool will guide them to the most appropriate consultation. The website will contain links to each consultation questionnaire where responses can be submitted. This could be multiple consultations and stakeholders will be advised to look at all material.
- 5.1.3 The coordinated consultation will utilise joint press releases at the start, mid and end point of the consultation period to inform local, regional and national media. All releases will provide a summary of the proposals and direct interested parties to the Scottish Airspace Modernisation website.
- 5.1.4 The coordinated consultation will use a range of social media platforms to provide a brief outline of the consultation and direct interested parties to the Scottish Airspace Modernisation website.
- 5.1.5 In addition, NERL will provide a link to the Scottish Airspace Modernisation website on the NATS website, as well as on the NATS Customer Portal.
- 5.1.6 The CAA requires sponsors to undertake ACP consultations through the Citizen Space consultation hub, a public online platform for sharing information about ACPs. This holds relevant information for interested parties and stakeholders, including the consultation document which outlines the detail of the proposed changes and potential impacts.
- 5.1.7 To ensure stakeholders can freely navigate across all online elements of the proposed changes, the NERL Citizen Space page will provide links direct to the airports Citizen Space pages. They will also link to the Scottish Airspace Modernisation website.
- 5.1.8 Citizen Space will contain a link to NERL's consultation questionnaire, which will capture participants' responses. This questionnaire will be active for the duration of the consultation.
- 5.1.9 The joint and sponsor specific stakeholders will be emailed at consultation launch, at the mid-point and approximately two weeks prior to consultation close notifying them of the consultation.
- 5.1.10 NERL believes all targeted stakeholders in [Appendix B](#) have internet access. As consultation material is primarily online only, respondents will be expected to submit their responses online.
- 5.1.11 NERL expects that there will be additional interest to our consultation by members of the public who will be directed to our consultation through the Scottish Airspace Modernisation airports' consultations. NERL will welcome a response from these stakeholders.
- 5.1.12 NERL will provide paper copies of the consultation material on request and written responses to can be sent to:

NATS Airspace Consultation
 Ref: Scottish Airspace Modernisation
 4000 Parkway
 Whiteley
 Fareham
 Hampshire
 PO15 7FL

- 5.1.13 NERL will endeavour to accommodate all reasonable requests for copies of the consultation document in languages other than English or, for example, in braille.
- 5.1.14 Postal responses received before the consultation closing date will be moderated and uploaded to the Citizen Space page.
- 5.1.15 Online consultation responses will close at 23:59 on Sunday 25 January 2026, however, postal responses will be accepted until Wednesday 28 January 2026, allowing an additional three working days to account for postal services.
- 5.1.16 NERL will endeavour to include all responses received within a reasonable timescale, however, any received after the 28 January 2026 are not guaranteed to be included in the subsequent analysis.
- 5.1.17 All stakeholders have the option to redact personal information from publication.
- 5.1.18 Stakeholders mapped as high influence/high interest (Figure 3) are aviation stakeholders and will be targeted through a series of tailored webinars led by NERL, in partnership with the airport sponsors. Webinars will be attended by all three sponsors and include a presentation detailing the proposed changes and a Q&A.
- 5.1.19 Stakeholders mapped in the remaining three boxes will have the opportunity to join an open webinar session. NERL will aim to offer a minimum of two open sessions. Due to the nature of these audiences, these sessions will offer the opportunity for specific or geographic questions to be raised during the Q&A.
- 5.1.20 Each of the stakeholder groups identified as high influence/high interest will be offered at least one tailored webinar via email except for the airline stakeholder group. In this instance, only the top six airlines and north Atlantic group carriers will be specifically offered a webinar. The other airlines will be invited to the airline open sessions. (Table 3)

Stakeholder group	Targeted webinars	Open sessions
Airports/ ANSPs ⁶	1	0
Airlines	7	2
GAA/BGA	1	0
DAATM	1	0
Other Stakeholders (open to all stakeholders)	0	2

Table 3: Proposed number of webinars per stakeholder group

- 5.1.21 Stakeholders will be informed of the sessions prior to the consultation start date to maximise attendance.
- 5.1.22 Stakeholders will be able to request one-to-one briefings from any sponsor to discuss the proposed changes and will be considered on a case-by-case basis.
- 5.1.23 Political groups (MPs/MSPs) will be advised of the consultation by email and offered a briefing.

⁶ Edinburgh Airport and Glasgow Airport are stakeholders for this change and ordinarily would receive their own briefing. However, they are fully cognisant of the change having been involved in the development of the design and a separate briefing for these airports is not necessary. Representatives of these airports will be welcome to attend the airports webinar.

5.1.24 For webinars targeting aviation stakeholders not included in the high influence/ high interest group, NERL will lead these sessions. Where the aviation stakeholders are shared with one or both airports, these sessions shall be coordinated with the relevant airport sponsor(s) attending. If a session targets a stakeholder that is not shared between all sponsors, NERL will invite all sponsors to attend.

5.1.25 Where coordination is required, this will be managed by the coordinated consultation and communication working groups referenced in paragraph 1.4.9.

5.2 Use of Intermediaries

5.2.1 The NERL consultation is primarily targeting aviation stakeholders with whom it has existing relationships. Therefore, NERL does not expect to use intermediaries within this consultation beyond requesting national representative bodies of airspace user groups to help raise awareness of the proposed changes to those impacted.

5.3 Response Sharing and Sponsor Coordination

5.3.1 NERL expects stakeholders will respond to all consultations that impact them. However, the geographic boundaries between the sponsors' proposals are not simple and therefore a response may not be submitted to the relevant sponsor.

5.3.2 In this instance, NERL will ensure the correct sponsor receives all responses (Including personal details) relevant to their proposals if it was submitted in the first instance to the NERL consultation.

5.3.3 During and after the consultation period, NERL will ensure the correct sponsor receives the feedback for inclusion in their consultation analysis.

5.3.4 Upon receipt of a shared response, the sponsor will confirm if they have received the response separately and if not include it within their consultation responses.

5.3.5 The sponsor who receives the response originally, will inform the person/organisation who submitted it that it has been shared with the other sponsor(s) and why it was considered relevant to the other consultation. The stakeholder will be reminded to review the other sponsors' consultation material.

5.3.6 This process is shown in Figure 4.

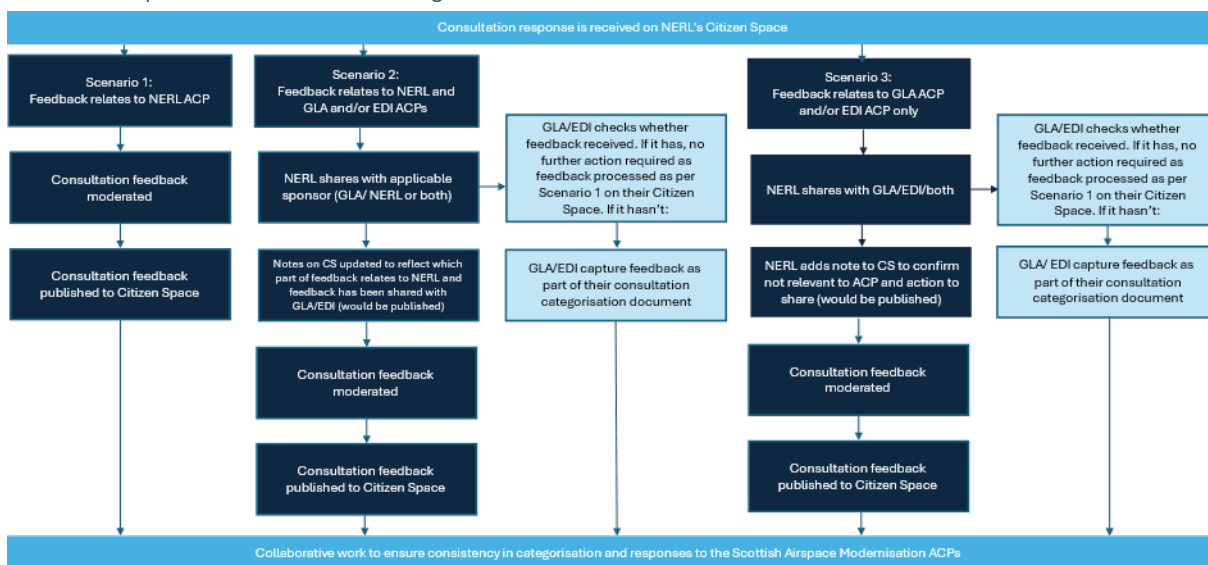


Figure 4: Coordinated approach to collation of responses.

5.3.7 NERL will meet regularly throughout the consultation period with Glasgow Airport and Edinburgh Airport to discuss responses and any remedial action that may be required.

5.4 Successful Consultation Criteria

- 5.4.1 NERL will continuously monitor the progression of the consultation and the content of responses to ensure that the consultation strategy is executed as intended. NERL 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. Materials

- 6.1.1 The primary audience of the NERL consultation are aviation stakeholders and therefore the materials will contain some technical information. NERL will endeavour to make this as concise and accessible as possible for those without prior aviation or technical knowledge.
- 6.1.2 NERL plans to conduct the consultation primarily online.
- 6.1.3 To ensure all changes remain fully compatible with each other, and the wider network, a single design record was maintained by the ACP sponsors as the overall design reached maturity. This “single point of truth” has been used to produce the consultation materials to ensure all three sponsors present an aligned design.
- 6.1.4 **Consultation Document:** This will contain information which enables stakeholders to make an informed response to the proposed changes, including:
- The aims and objectives of the change
 - A description of the current airspace design
 - The proposed changes and design options – including a description of the development work
 - The potential impacts of the proposal – aimed at aviation stakeholders
 - Information on the consultation process – how to respond and next steps
 - Relevant signposting to Glasgow Airport’s and Edinburgh Airport’s consultation pages
 - 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 NERL ACP.
- 6.1.5 The consultation document uses data drawn from the Full Options Appraisal. A standard environmental analysis focusing on the enabled CO₂ impacts has been completed for the proposed changes. No analysis relating to noise has been completed because the altitude of the proposed changes is above 7,000 ft. This is in accordance with government guidance in ANG2017 (Reference 10).
- 6.1.6 For all the NERL analysis, the most up-to-date, credible information and appropriate forecasts are used. The overall traffic forecast is based on a combination of the airports and our own traffic forecasts.
- 6.1.7 The consultation document uses data drawn from the Full Options Appraisal. A standard environmental analysis focusing on the enabled CO₂ impacts has been completed for the proposed changes. No analysis relating to noise has been completed because the altitude of the proposed changes is above 7,000 ft. This is in accordance with government guidance in ANG2017 (Reference 10).
- 6.1.8 For all the NERL analysis, the most up-to-date, credible information and appropriate forecasts are used. The overall traffic forecast is based on a combination of the airports and our own traffic forecasts. Modelling has been carried out in line with best practices.
- 6.1.9 **Consultation Webinars:** These will provide an overview of the airspace change and allow stakeholders to ask questions which could inform their feedback. Materials for engagement sessions will be developed between NERL, Glasgow Airport and Edinburgh Airport to provide consistency between presentations.
- 6.1.10 They will follow the same structure as described below:
- Presentation detailing an overview of the proposed changes.
 - Presentation detailing the specifics of the NERL preferred design option.
 - Q&A session.
- 6.1.11 **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
- Full Options Appraisal document
- Cumulative Assessment Framework 1 document, prepared by ACOG, which details any interdependencies and the trade-offs which were reached in the design development
- Cumulative Assessment Framework 2 document, prepared by ACOG, which details the cumulative impact of the overall (NERL and airports') proposed change
- A summary document which provides a short and easy to understand outline of the proposals.
- An FAQs document which will be updated throughout the consultation.
- Links to the Edinburgh Airport and Glasgow Airport airspace consultations.

6.1.12 Questions we receive during the consultation will be captured and answered in a FAQs document. Questions pertaining to the coordinated consultation will be shared with Glasgow Airport and Edinburgh Airport for an aligned response to be published.

6.1.13 **Response Questionnaire:** The response questionnaire captures feedback on the proposed options, as well as information on the respondent. Some of this will be mandatory (such as organisation being represented) and others optional (such as postcode).

7. Length

7.1 Consultation Duration

- 7.1.1 The consultation is planned to begin 00:01 GMT on Monday 20 October 2025 and ends at 23:59 GMT on Sunday 25 January 2026, a period of 14 weeks. This is consistent with the requirements set out in CAP1616. This includes an additional two weeks to accommodate the Christmas and Hogmanay period..
- 7.1.2 This is considered sufficient, proportionate and is in accordance with durations detailed in CAP1616. This is also in line with the coordinated consultations of Glasgow Airport and Edinburgh Airport.
- 7.1.3 [Appendix C](#) outlines the NERL activity/communications plan throughout the consultation window.
- 7.1.4 MPs/MSPs will be notified prior to the consultation launch of the impending consultation. This communication will invite them to attend one of two drop-in sessions (with one led by Edinburgh Airport and one led by Glasgow Airport) at Holyrood for MSPs or Westminster for MPs. This will ensure MPs/MSPs are fully informed and prepared to answer questions from constituents or the press.
- 7.1.5 Stakeholders listed in [Appendix B](#) will be emailed when the consultation launches, with links through to all relevant material.
- 7.1.6 Responses aim to be moderated and uploaded to the portal page at least once per week throughout this period.

7.2 Core Period

- 7.2.1 The core engagement period runs from launch day until two weeks before the end of the consultation. At the midpoint, NERL will directly contact known stakeholders who are yet to respond, reminding them of the end date and encourage them to respond before the consultation ends.
- 7.2.2 The core period will include targeted and tailored communications to all stakeholders identified in [Appendix B](#), as referenced in [Section 5](#). This will include webinars, emails and a range of content.
- 7.2.3 The three Scottish Airspace Modernisation sponsors will meet regularly throughout this period to discuss response rates, FAQs, sharing responses and any pro-active actions based on consultation performance.
- 7.2.4 The three sponsors will offer the CAA a mid-consultation review on progress in alignment with the consultation strategy.

7.3 The Final Two Weeks

- 7.3.1 NERL will contact stakeholders listed in [Appendix B](#) who have not responded by week 12 to give a final reminder that the opportunity to respond is now limited.
- 7.3.2 The consultation will formally close on 25 January 2026 at 23:59 GMT.
- 7.3.3 Postal responses will be accepted up to 17:00 hrs Wednesday 28 January 2026.

7.4 Contingency Plan

- 7.4.1 Whilst the consultation has been carefully prepared to ensure success, it is acknowledged that unexpected events can arise that could impact on its delivery.
- 7.4.2 NERL 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/consultees. Should all the public events have already taken place, NERL will endeavour to continue with the consultation as set out in the strategy, as any remaining events would take place online.

- 7.4.3 However, should events occur earlier in the consultation, it may be required to reassess upcoming consultation events and the overall timeframe for delivery. Depending on the nature of the occurrence, NERL will consider the following courses of action:
- Additional webinars/online events
 - Additional public events/rescheduling of existing public events
 - Extending the consultation beyond 14 weeks (following discussions with Edinburgh Airport, Glasgow Airport and the CAA).
- 7.4.4 As this is a coordinated consultation, if a situation arises where a sponsor is required to extend their consultation, NERL may have to consider extending as well, to allow consultees who may be impacted to respond. The sponsors will be in regular communications with each other throughout the consultation period and any circumstances impacting an individual consultation will be discussed between the sponsors, and with the CAA to determine the correct course of action for all involved.
- 7.4.5 Should any of the courses of action outlined above be required, NERL will inform the existing stakeholders and additional consultees via email. To reach the new consultees, NERL will take a proportionate response and consider social media posts, press releases and additional newspaper adverts. The NERL Citizen Space website and the NERL webpages will be updated with details of these actions.

8. Responding to the Consultation

- 8.1.1 Stakeholders will be directed to the Scottish Airspace Modernisation website in the first instance. From there, they will find links to the three sponsors' individual Citizen Space pages where responses can be made. As this is a coordinated consultation consisting of three ACPs, it is not possible for there to be a single Citizen Space page for all three consultations.
- 8.1.2 NERL expects stakeholders to respond to all consultations that may impact them, however any consultee is welcome to respond to any consultation. Refer to [Section 5.3](#).
- 8.1.3 On completion of a consultation response, consultees will be provided with a link returning them to the Scottish Airspace Modernisation website, where they can easily navigate to all three consultations.
- 8.1.4 Access to the consultation, including responses, will be managed and published via the CAA's Airspace Change Portal. The unique reference link (URL) for the NERL ACP Citizen Space page is:

<https://consultations.airspacechange.co.uk/nats/sctma>
- 8.1.5 A copy of the Consultation Document (for viewing on screen or for downloading to print) will be available, and an online questionnaire for responses. The Full Options Appraisal and this strategy document will also be available to download.
- 8.1.6 The online survey will automatically acknowledge responses by sending a completion message back to the user via their email address. Relevant General Data Protection Regulation (GDPR) statements will be included in areas of data capture.
- 8.1.7 Consultees can request for their responses to be published anonymously.
- 8.1.8 Responses will be monitored, and unacceptable material will be removed prior to publication on the Citizen Space page. Examples of unsuitable content that will be redacted/removed are:
- Malicious or offensive content
 - Personal attacks on a person's character
 - Illegal content, such as potentially libellous (defamatory) material concerning third parties, condoning illegal activity and breaching copyright
 - Content which incites hatred on the basis of race, religion, gender, nationality, sexuality or other personal characteristics
 - Content which includes swearing, hate-speech or obscenity
 - Content which reveals personal details such as private addresses, phone numbers, email addresses or other contact details.
- 8.1.9 The response questionnaire will highlight which questions are mandatory or optional.

9. After the Consultation Ends

- 9.1.1 NERL will carry out a 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.
- 9.1.2 NERL will review their received responses to identify whether they consider any to be relevant to the airport sponsors ACPs (see [section 5.3](#)). These responses will be shared with the appropriate airport sponsor.
- 9.1.3 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.
- 9.1.4 NERL will set out clearly why they have categorised each response in a way that demonstrates that the feedback has been heard and understood.
- 9.1.5 Once the consultation responses have been categorised, NERL will produce a consultation response document. This document will include analysis of the feedback received during the consultation, summarising the key themes raised by respondents and the change sponsor's response, including which feedback or themes the sponsor is carrying forward to Stage 4 for further consideration.
- 9.1.6 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 it fully, by mitigating it to the greatest extent possible (with an appropriate rationale) or by rejecting it on justifiable grounds. If necessary, the CAA will ask the sponsor to change a categorisation.
- 9.1.7 Following the CAA review, NERL will publish the outcome in a consultation response document.

10. Conclusions

- 10.1.1 NERL considers this consultation strategy to be reasonable, proportionate, and robust. NERL will manage the consultation in accordance with this strategy, which has been prepared to maximise responses to ensure the greatest likelihood of success.
- 10.1.2 NERL has identified the relevant stakeholders and have engaged with those most likely to be impacted. NERL has made it clear that there is scope to change the proposal based on their feedback.
- 10.1.3 Subject to passing the Stage 3 Gateway Assessment, NERL will finalise the consultation material, set up the appropriate material on the CAA Citizen Space consultation website and launch the consultation with stakeholders via email.

11. Appendix A: Approach to Coordinated Consultation

11.1 Scottish Airspace Modernisation and the Coordinated Consultation

Background

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

The Airspace Change Masterplan

- 11.1.3 Airspace modernisation is a complex programme with many organisations working together on a single coordinated implementation plan out to 2040 – the Masterplan. The changes that make up the Masterplan will upgrade the UK's airspace and deliver the objectives of airspace modernisation.
- 11.1.4 The Masterplan ACPs are grouped into four clusters. Each is based on the interdependencies between the individual proposals and analysis conducted by NERL into areas of the existing airspace design where inefficiencies and delays are expected to worsen as traffic levels grow.
- 11.1.5 The Masterplan is organised into clusters so that the simpler airspace changes can be deployed sooner, realising benefits earlier. The timelines for making airspace changes are generally shorter for the simpler clusters, like the Scottish TMA, where there are fewer airports and less complex interdependencies.
- 11.1.6 Figure 5 illustrates the airport sponsored ACPs in each Masterplan cluster, located in:

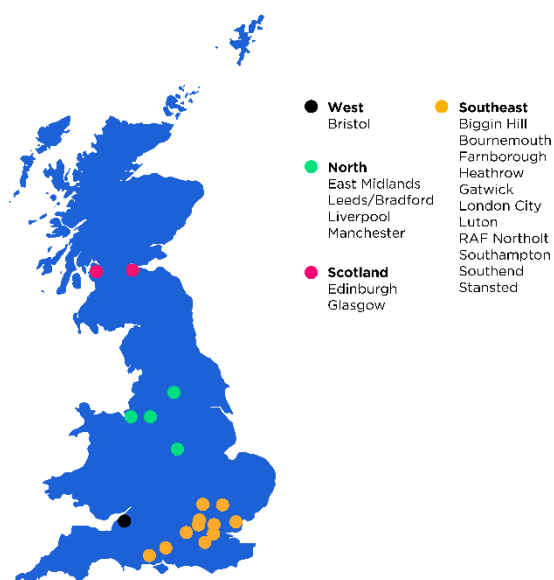


Figure 5: Four clusters of the Airspace Change Masterplan and airport sponsored ACPs

- the west of the UK, known as the West Terminal Airspace
- the north of England, known as the Manchester Terminal Control Area (MTMA)
- the south of Scotland, known as the Scottish Terminal Control Area (ScTMA)
- the southeast of England, known as the London Terminal Control Area (LTMA)

Coordinated Approach to Consultations/Rationale

- 11.1.7 Interdependencies between ACPs typically arise when multiple changes are proposed in the same broad volumes of airspace and in similar timeframes, which must be integrated into an overall system that is safe and efficient. The stakeholders that might be affected by the development of the overall system or specific aspects of the component ACPs should be consulted in a coordinated manner on the various impacts and options.
- 11.1.8 The range and level of coordination between sponsors' consultations is based on the nature of the interdependencies between ACPs. The scale of greater the interdependencies or influence between changes, with consideration of the potential collective impacts for stakeholders, will dictate the level of coordination required.
- 11.1.9 The CAP1616 consultations are the opportunity for stakeholders to provide feedback on the airspace change proposals and influence the final design. As part of the consultation exercise, the sponsors will provide more detail on their preferred options, outlining any design conflicts that may have arisen, present the cumulative and collective impacts of the changes, and include further detail on any proposed trade off decisions.
- 11.1.10 The Scottish cluster of ACPs share limited interdependencies, with no collective impacts below 7,000 feet. ACOG, working with Glasgow Airport, Edinburgh Airport and NERL, has developed a proportionate approach to coordinating consultations, guided by a set of common principles. These principles were developed collaboratively and shared within ACOG's Public Engagement Exercise which ran from 29 January to 10 March 2024.
- 11.1.11 In line with the CAP1616 process, the principles are summarised below and organised into four themes; audience, approach, materials and length.
- Audience
- 11.1.12 The ACP sponsors have already conducted audience identification and analysis in Stages 1 and 2 of the CAP1616 process and engaged with a mix of representative stakeholders. Further analysis of the stakeholder groups that are potentially affected by the ScTMA ACPs has been drawn from the sponsors' Full Options Appraisals.
- 11.1.13 The ScTMA ACP sponsors have:
- Combined their analysis of potentially affected stakeholders to understand where coordination is most important and streamline the delivery of consultation activities.

- Integrated their audience mapping to minimise the risk that stakeholders are contacted multiple times by different sponsors and reduce duplications of effort.
- Identified and coordinated the use of potential intermediaries, for example local authorities and environmental interest groups.

Approach

- 11.1.14 The consultations will be undertaken through the CAA's Airspace Change Portal and all the information for each consultation will be available there.
- 11.1.15 The sponsors have coordinated how they present common information about the proposed ScTMA design including the cumulative and collective impacts and any proposed trade-offs regardless of which consultation stakeholders participate in.
- 11.1.16 The sponsors have coordinated how they will consult with shared audiences using a range of channels, including both online (such as a bespoke cluster website) and in-person activities (briefings).

Materials

- 11.1.17 All common ScTMA design information has been developed in coordination by the ACP sponsors to ensure its accuracy, consistency and completeness, including:
- The context and background to the proposed changes, using consistent language about the airspace modernisation programme, tailored for each specific ScTMA ACP.
 - The cumulative and collective impacts, presented in the same format, with the same language to explain the methods used to calculate them.
 - Proposed trade-off decisions, presented in a consistent way, applying the same questions for feedback.

Length

- 11.1.18 The CAP1616 process guidance explains that the accepted standard for the duration of a consultation exercise is 12 weeks. Glasgow Airport, Edinburgh Airport and NERL have considered the following points in coordinating their consultation timelines:
- Any major holidays (such as Christmas and Hogmanay) within the locality of the proposed changes, allowing extra time if appropriate.
 - Proposed the same launch date and close date is chosen for all consultations.
 - Review points to enable the coordinated approach to be refined if required and provide the opportunity to consider responding to any common challenges in a coordinated way.
 - The approach to analysing responses which will be undertaken collaboratively to ensure all feedback is captured. Sponsors will consider the relevance of the feedback to the other sponsors and share responses as appropriate.
 - Developing potential consultation extension plans collaboratively so that in the event of an extension being required, all sponsors have considered the impact this will have on their in-train consultation activities.
- 11.1.19 Further detail around the execution of these principles can be found within this document and ACOG's consultation framework document (Appendix 1 of the Masterplan Iteration 3 Scotland, Reference 14).

11.2 Purpose of Appendix A

- 11.2.1 The purpose of this document is to present the details of the coordinated consultation only.
- 11.2.2 There are elements of the proposals which are individual to each of the sponsors, NERL, Glasgow Airport and Edinburgh Airport, and there are elements which are coordinated.
- 11.2.3 Appendix A is not a full consultation strategy and is not intended to be read as such. Elements of the coordinated consultation which are relevant to both the sponsors' individual consultation and the combined elements (such as late responses, contingency plans etc) are contained within the main body of the NERL consultation strategy.

12. Appendix B: List of Stakeholders⁷

	Stakeholder	Stakeholder Mapping	Sponsors
Airports	Edinburgh Airport	1	NERL/GLA
	Glasgow Airport	1	NERL/EDI
	Glasgow Prestwick Airport	1	NERL/EDI/GLA
	Aberdeen Airport	4	NERL/EDI/GLA
	Cumbernauld Airport	4	NERL/EDI/GLA
	Portmoak	1	NERL/EDI/GLA
	Kirknewton	4	NERL/EDI
	Fife/Glenrothes	2	NERL/EDI
	Strathaven Airport	4	NERL/GLA
	Dundee Airport	1	NERL/EDI
	BAE Warton	4	NERL
	Newcastle Airport	4	NERL
	East Fortune	4	NERL/EDI
Airlines	easyJet	1	NERL/EDI/GLA
	Ryanair	1	NERL/EDI/GLA
	Loganair	1	NERL/EDI/GLA
	BA Cityflyer	1	NERL/EDI/GLA
	Jet2	1	NERL/EDI/GLA
	KLM	1	NERL/EDI/GLA
	Lufthansa	1	NERL/EDI/GLA
	Air France	1	NERL/EDI
	United Airlines	1	NERL/EDI/GLA
	TUI	1	NERL/EDI/GLA
	Qatar Airways	1	NERL/EDI
	SAS	1	NERL/EDI
	Delta Airways	1	NERL/EDI/GLA
	Turkish Airlines	1	NERL/EDI
	Emirates	1	NERL/EDI/GLA
	Gama Aviation	1	NERL/GLA
Other Users	Scottish Aeronautics and Rocketry Association	4	NERL/GLA

⁷ This stakeholder list will be subject to final checks with all 3 sponsors prior to consultation launch.

Edinburgh Airport and Glasgow Airport Additional Operators	Aegean Airlines	2	NERL/EDI
	Aer Lingus	1	NERL/EDI/GLA
	Air Canada	1	NERL/EDI/GLA
	Air Transat	1	NERL/EDI/GLA
	American Airlines	1	NERL/EDI/GLA
	Atlantic Airways	2	NERL/EDI
	Aurigny	2	NERL/EDI
	Austrian Airlines	2	NERL/EDI
	Babcock	2	NERL/GLA
	Balkan Holidays	2	NERL/EDI
	Blue Air	1	NERL/GLA
	Brussels Airlines	2	NERL/EDI
	DHL	1	NERL/EDI
	Eastern Airways	1	NERL/EDI/GLA
	Edelweiss	2	NERL/EDI
	Eurowings	2	NERL/EDI
	Finnair	2	NERL/EDI
	Hainan Airways	2	NERL/EDI
	HeliOffshore	2	NERL/GLA
	Heliscott	2	NERL/GLA
	Iberia Express	2	NERL/EDI
	Jet Blue	1	NERL/EDI
	Menzies Aviation	2	NERL/EDI
	Norwegian	2	NERL/EDI
	Pegasus	2	NERL/EDI
	PDG Helicopters	1	NERL/GLA
	Signature Flight	1	NERL/EDI/GLA
	Sunexpress	2	NERL/EDI
	Thomas Cook	1	NERL/GLA
	Transavia	2	NERL/EDI
	Virgin Atlantic	1	NERL/EDI/GLA
	Vueling	2	NERL/EDI
	West Atlantic	1	NERL/EDI
	Westjet	1	NERL/EDI/GLA
	Wizzair	1	NERL/GLA

NATMAC	Airlines UK	2	NERL/EDI/GLA
	Airspace4All ⁸	2	NERL/EDI/GLA
	Airport Operators Association (AOA)	2	NERL/EDI/GLA
	Airfield Operators Group (AOG)	2	NERL/EDI/GLA
	Aircraft Owners and Pilot Association (AOPA)	2	NERL/EDI/GLA
	Airspace Change Organising Group (ACOG)	2	NERL/EDI/GLA
	Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	2	NERL/EDI/GLA
	Aviation Environment Federation (AEF)	2	NERL/EDI/GLA
	Bae Systems	2	NERL/EDI/GLA
	British Airways (BA)	1	NERL/EDI/GLA
	British Airline Pilots Association (BALPA)	2	NERL/EDI/GLA
	British Balloon and Airship Club	2	NERL/EDI/GLA
	British Business and General Aviation Association (BBGA)	2	NERL/EDI/GLA
	British Gliding Association (BGA)	1	NERL/EDI/GLA
	British Helicopter Association (BHA)	2	NERL/EDI/GLA
	British Hang Gliding and Paragliding Association (BHPA)	2	NERL/EDI/GLA
	British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo)	2	NERL/EDI/GLA
	British Model Flying Association (BMFA)	2	NERL/EDI/GLA
	British Skydiving	2	NERL/EDI/GLA
	Drone Major	2	NERL/EDI/GLA
	General Aviation Alliance (GAA)	1	NERL/EDI/GLA
	Guild of Air Traffic Control Officers (GATCO)	2	NERL/EDI/GLA
	Honourable Company of Air Pilots (HCAP)	2	NERL/EDI/GLA
	Helicopter Club of Great Britain (HCGB)	2	NERL/EDI/GLA
	Heavy Airlines ⁸	2	NERL/EDI/GLA
	Iprosurv	2	NERL/EDI/GLA
	Isle of Man CAA	2	NERL/EDI/GLA
	Light Aircraft Association (LAA)	2	NERL/EDI/GLA
	Low Fare Airlines	2	NERL/EDI/GLA
	MoD – DAATM	1	NERL/EDI/GLA
	PPL/ IR (Europe)	2	NERL/EDI/GLA
	UK Airprox Board (UKAB)	2	NERL/EDI/GLA
	UK Flight Safety Committee (UKFSC)	2	NERL/EDI/GLA

⁸ Airspace4all and Heavy Airlines are no longer an NATMAC organisation and will no longer be contacted as a targeted stakeholder.

NATMAC	Military Aviation Authority (MAA) ⁹	1	NERL/EDI/GLA
	Navy Command HQ ⁹	1	NERL/EDI/GLA
	United States Visiting Forces (USVF), HQ United States Country Rep-UK (HQ USCR-UK) ⁹	1	NERL/EDI/GLA

⁹ Any responses from military airspace users are expected to be collated and submitted through DAATM. These stakeholders have been included to align with the Airports stakeholder lists.

MPs/MSPs ¹⁰	Angus North and Mearns	Mairi Gougeon (SNP)	2	NERL
	Perthshire North	John Swinney (SNP)	2	NERL
	Dundee City West	Joe FitzPatrick (SNP)	2	NERL
	Dundee City East	Shona Robison (SNP)	2	NERL
	Perthshire South and Kinross-shire	Jim Fairlie (SNP)	2	NERL
	Clackmannanshire and Dunblane	Keith Brown (SNP)	2	NERL/GLA
	Glasgow Provan	Ivan McKee (SNP)	2	NERL/GLA
	Almond Valley	Angela Constance (SNP)	2	NERL
	North East Scotland	Liam Kerr (Con) Michael Marra (Lab) Douglas Lumsden (Con) Maurice Golden (Con) Maggie Chapman (Green) Tess White (Con) Mercedes Villalba (Lab)	2	NERL
	Richmond and Northallerton	Rishi Sunak (Con)	2	NERL
	Thirsk and Malton	Kevin Hollinrake (Con)	2	NERL
	Westmorland and Lonsdale	Tim Farron (Liberal Democrats)	2	NERL
	Barrow and Furness	Michelle Scrogg (Lab)	2	NERL
	Morecambe and Lunesdale	Lizzi Collinge (Lab)	2	NERL
	Skipton and Ripon	Julian Smith (Con)	2	NERL
	Penrith and Solway	Markus Campbell-Savours (Lab)	2	NERL
	Whitehaven and Workington	Josh MacAlister (Lab)	2	NERL
	Carlisle	Julie Minns (Lab)	2	NERL
	Bishop Auckland	Sam Rushworth (Lab)	2	NERL
	North Durham	Luke Akehurst	2	NERL
	Hexham	Joe Morris (Lab)	2	NERL
	Blaydon and Consett	Liz Twist (Lab)	2	NERL
	Newcastle upon Tyne North	Catherine McKinnell (Lab)	2	NERL
	Blyth and Ashington	Ian Laver (Lab)	2	NERL
	North Northumberland	David Smith (Lab)	2	NERL

¹⁰ MPs/MSPs whose constituents are potentially impacted by flights above 7,000 ft. The listed MPs/MSPs are not included all the Scottish Airspace Modernisation Airport Stakeholder lists.

MPs/MSPs	Berwickshire, Roxburgh and Selkirk	John Lamont (Con)	2	NERL
	Dumfriesshire, Clydesdale and Tweeddale	David Mundell (Con)	2	NERL
	Airdrie and Shotts	Kenneth Stevenson (Lab)	2	NERL/GLA
	Stirling and Strathallan	Chris Kane (Lab)	2	NERL/GLA
	Cowdenbeath and Kirkcaldy	Melanie Ward (Lab)	2	NERL/EDI
	Perth and Kinross-Shire	Pete Wishart (SNP)	2	NERL
	Dundee Central	Chris Law (SNP)	2	NERL
	Arbroath and Broughty Ferry	Stephen Gethins (SNP)	2	NERL
	Angus and Perthshire Glens	Dave Doogan (SNP)	2	NERL
Glasgow Airport MPs/MSPs	Uddingston and Bellshill	Stephanie Callaghan (SNP)	2	NERL/GLA
	Motherwell and Wishaw	Marion Fellows (SNP)	2	NERL/GLA
	East Kilbride	Collette Stevenson (SNP)	2	NERL/GLA
	Maryhill and Springburn	Bob Doris (SNP)	2	NERL/GLA
	Rutherglen	Clare Haughey (SNP)	2	NERL/GLA
	Glasgow Pollok	Humza Yousaf (SNP)	2	NERL/GLA
	Glasgow Southside	Nicola Sturgeon (SNP)	2	NERL/GLA
	Glasgow Shettleston	John Mason (Independent)	2	NERL/GLA
	Glasgow Kelvin	Kaukab Stewart (SNP)	2	NERL/GLA
	Strathkelvin and Bearsden	Rona Mackay (SNP)	2	NERL/GLA
	Clydebank and Milngavie	Marie McNair (SNP)	2	NERL/GLA
	Paisley	George Adam (SNP)	2	NERL/GLA
	Glasgow Anniesland	Bill Kidd (SNP)	2	NERL/GLA
	Glasgow Provan	Ivan McKee (SNP)	2	NERL/GLA
	Coatbridge and Chryston	Fulton MacGregor (SNP)	2	NERL/GLA
	Clackmannanshire and Dunblane	Keith Brown (SNP)	2	NERL/GLA
	Cunninghame South	Ruth Maguire (SNP)	2	NERL/GLA
	Dumbarton	Jackie Baillie (Lab)	2	NERL/GLA
	Stirling	Alyn Smith (SNP)	2	NERL/GLA
	Argyll and Bute	Jenni Minto (SNP)	2	NERL/GLA
	Renfrewshire North and West	Natalie Don (SNP)	2	NERL/GLA
	Cumbernauld and Kilsyth	Jamie Hepburn (SNP)	2	NERL/GLA
	Hamilton, Larkhall and Stonehouse	Christina McKelvie (SNP)	2	NERL/GLA
	Glasgow Cathcart	James Dornan (SNP)	2	NERL/GLA
	Airdrie and Shotts	Kenneth Stevenson (Lab)	2	NERL/GLA
	Eastwood	Jackson Carlaw (Con)	2	NERL/GLA

Glasgow Airport MPs/MSPs	Kilmarnock and Irvine Valley	Willie Coffey (SNP)	2	NERL/GLA
	Renfrewshire South	Tom Arthur (SNP)	2	NERL/GLA
	Cunninghame North	Kenneth Gibson (SNP)	2	NERL/GLA
	Greenock and Inverclyde	Stuart McMillan (SNP)	2	NERL/GLA
	Clydesdale	Mairi McAllan (SNP)	2	NERL/GLA
	Carrick, Cumnock and Doon Valley	Elena Whitham (SNP)	2	NERL/GLA
	Angus South	Graeme Dey (SNP)	2	NERL/GLA
	Ayr	Siobhian Brown (SNP)	2	NERL/GLA
	Ayr, Carrick and Cumnock	Elaine Stewart (Lab)	2	NERL/GLA
	Mid Dunbartonshire	Susan Murray (Lib Dem)	2	NERL/GLA
	Stirling and Strathallan	Chris Kane (Lab)	2	NERL/GLA
	Cumbernauld and Kirkintilloch	Katrina Murray (Lab)	2	NERL/GLA
	West Dunbartonshire	Douglas McAllister (Lab)	2	NERL/GLA
	Inverclyde and Renfrewshire West	Martin McCluskey (Lab)	2	NERL/GLA
	North Ayrshire and Arran	Irene Campbell (Lab)	2	NERL/GLA
	Central Ayrshire	Alan Gemmell (Lab)	2	NERL/GLA
	Kilmarnock and Loudoun	Lillian Jones (Lab)	2	NERL/GLA
	East Kilbride and Strathaven	Lisa Cameron (Con)	2	NERL/GLA
	Hamilton and Clyde Valley	Imogen Walker (Lab)	2	NERL/GLA
	Motherwell, Wishaw and Carluke	Pamela Nash (Lab)	2	NERL/GLA
	Airdrie and Shotts	Kenneth Stevenson (Lab)	2	NERL/GLA
	Glasgow East	John Grady (Lab)	2	NERL/GLA
	Glasgow North	Martin Rhodes (Lab)	2	NERL/GLA
	Glasgow North East	Maureen Burke (Lab)	2	NERL/GLA
	Glasgow South	Gordon McKee (Lab)	2	NERL/GLA
	Glasgow West	Patricia Ferguson (Lab)	2	NERL/GLA
	Glasgow South West	Zubir Ahmed (Lab)	2	NERL/GLA
	Rutherglen	Michael Shanks (Lab)	2	NERL/GLA
	Coatbridge and Belshill	Frank McNally (Lab)	2	NERL/GLA
	East Renfrewshire	Blair McDougall (Lab)	2	NERL/GLA
	Paisley and Renfrewshire South	Johanna Baxter (Lab)	2	NERL/GLA
	Paisley and Renfrewshire North	Alison Taylor (Lab)	2	NERL/GLA
	Argyll, Bute and South Lochaber	Brendan O'Hara (SNP)	2	NERL/GLA
	Falkirk	Euan Stainback (Lab)	2	NERL/GLA

Glasgow Airport MPs/MSPs	Mid Scotland and Fife	Claire Baker (Lab) Murdo Fraser (Con) Roz McCall (Con) Alex Rowley (Lab) Mark Ruskell (Green) Liz Smith (Con) Alexander Stewart (Con)	2	NERL/GLA
	Highlands and Islands	Ariane Burgess (Green) Tim Eagle (Con) Rhoda Grant (Lab) Jamie Halcro Johnston (Con) Edward Mountain (Con) Emma Roddick (SNP) Douglas Ross (Con)	2	NERL/GLA
	Glasgow	Pam Duncan Clancy (Lab) Dr Sandesh Gulhane (Con) Patrick Harvie (Green) Pauline McNeill (Lab) Anas Sarwar (Lab) Paul Sweeney (Lab) Annie Wells (Con)	2	NERL/GLA
	South Scotland	Sharon Dowey (Con) Emma Harper (SNP) Craig Hoy (Con) Carol Mochan (Lab) Colin Smyth (Lab) Martin Whitfield (Lab) Brian Whittle (Con)	2	NERL/GLA
	West Scotland	Neil Bibby (Lab) Katy Clark (Lab) Russell Findlay (Con) Pam Gosal (Con) Jamie Greene (Con) Ross Greer (Green) Paul O'Kane (Lab)	2	NERL/GLA
Glasgow Airport MPs/MSPs	Central Scotland	Meghan Gallacher (Con) Mark Griffin (Lab) Stephen Kerr (Con) Monica Lennon (Lab) Richard Leonard (Lab) Gillian Mackey (Green) Graham Simpson (Con)	2	NERL/GLA

Edinburgh Airport MPs/MSPs	Kirkcaldy	David Torrance (SNP)	2	NERL/EDI
	Cowdenbeath	Annabelle Ewing (SNP)	2	NERL/EDI
	Edinburgh Central	Angus Robertson (SNP)	2	NERL/EDI
	Edinburgh Eastern	Ash Regan (Alba)	2	NERL/EDI
	Edinburgh Northern and Leith	Ben Macpherson (SNP)	2	NERL/EDI
	Edinburgh Pentlands	Gordon MacDonald (SNP)	2	NERL/EDI
	Edinburgh Southern	Daniel Johnson (Lab)	2	NERL/EDI
	Edinburgh Western	Alex Cole-Hamilton (Lib)	2	NERL/EDI
	Linlithgow	Fiona Hyslop (SNP)	2	NERL/EDI
	Midlothian North and Musselburgh	Colin Beattie (SNP)	2	NERL/EDI
	Lothian	Sarah Boyack (Lab)	2	NERL/EDI
	Lothian	Miles Briggs (Con)	2	NERL/EDI
	Lothian	Alison Johnstone (Ind)	2	NERL/EDI
	Lothian	Jeremy Balfour (Con)	2	NERL/EDI
	Lothian	Foysol Choudhury (Lab)	2	NERL/EDI
	Lothian	Lorna Slater (Green)	2	NERL/EDI
	Lothian	Sue Webber (Con)	2	NERL/EDI
	Airdrie and Shotts	Neil Gray (SNP)	2	NERL/EDI
	Coatbridge and Chryston	Fulton MacGregor (SNP)	2	NERL/EDI
	Cumbernauld and Kilsyth	Jamie Hepburn (SNP)	2	NERL/EDI
	East Kilbride	Collette Stevenson (SNP)	2	NERL/EDI
	Falkirk East	Michelle Thomson (SNP)	2	NERL/EDI
	Falkirk West	Michael Matheson (SNP)	2	NERL/EDI
	Hamilton, Larkhall and Stonehouse	Christina McKelvie (SNP)	2	NERL/EDI
	Motherwell and Wishaw	Clare Adamson (SNP)	2	NERL/EDI
	Uddingston and Bellshill	Stephanie Callaghan (SNP)	2	NERL/EDI
	Central Scotland	Richard Leonard (Lab)	2	NERL/EDI
	Central Scotland	Monica Lennon (Lab)	2	NERL/EDI
	Central Scotland	Mark Griffin (Lab)	2	NERL/EDI
	Central Scotland	Graham Simpson (Con)	2	NERL/EDI
	Central Scotland	Meghan Gallacher (Con)	2	NERL/EDI
	Central Scotland	Stephen Kerr (Con)	2	NERL/EDI
	Central Scotland	Gillian Mackay (Green)	2	NERL/EDI
	Ayr	Siobhian Brown (SNP)	2	NERL/EDI
	Carrick, Cumnock and Doon Valley	Elena Whitham (SNP)	2	NERL/EDI

Edinburgh Airport MPs/MSPs	Clydesdale	Mairi McAllan (SNP)	2	NERL/EDI
	Dumfriesshire	Oliver Mundell (Con)	2	NERL/EDI
	East Lothian	Paul McLennan (SNP)	2	NERL/EDI
	Ettrick, Roxburgh and Berwickshire	Rachael Hamilton (Con)	2	NERL/EDI
	Galloway and West Dumfries	Finlay Carson (Con)	2	NERL/EDI
	Kilmarnock and Irvine Valley	Willie Coffey (SNP)	2	NERL/EDI
	Midlothian South	Christine Grahame (SNP)	2	NERL/EDI
	South Scotland	Emma Harper (SNP)	2	NERL/EDI
	South Scotland	Colin Smyth (Lab)	2	NERL/EDI
	South Scotland	Martin Whitfield (Lab)	2	NERL/EDI
	South Scotland	Craig Hoy (Con)	2	NERL/EDI
	South Scotland	Sharon Dowey (Con)	2	NERL/EDI
	South Scotland	Brian Whittle (Con)	2	NERL/EDI
	South Scotland	Carol Mochan (Lab)	2	NERL/EDI
	Mid Scotland and Fife	Roz McCall (Con)	2	NERL/EDI
	Mid Scotland and Fife	Claire Baker (Lab)	2	NERL/EDI
	Mid Scotland and Fife	Alex Rowley (Lab)	2	NERL/EDI
	Mid Scotland and Fife	Mark Ruskell (Green)	2	NERL/EDI
	Mid Scotland and Fife	Murdo Fraser (Con)	2	NERL/EDI
	Mid Scotland and Fife	Liz Smith (Con)	2	NERL/EDI
	Mid Fife and Glenrothes	Jenny Gilruth (SNP)	2	NERL/EDI
	Midlothian South, Tweeddale and Lauderdale	Christine Grahame (SNP)	2	NERL/EDI
	Dunfermline	Shirley-Anne Somerville (SNP)	2	NERL/EDI
	Falkirk East	Michelle Thomson (SNP)	2	NERL/EDI
	Edinburgh West	Christine Jardine (Liberal Democrats)	2	NERL/EDI
	Edinburgh South	Ian Murray (Lab)	2	NERL/EDI
	Edinburgh North and Leith	Tracy Gilbert (Lab)	2	NERL/EDI
	Edinburgh East and Musselburgh	Chris Murray (Lab)	2	NERL/EDI
	Midlothian	Kirsty McNeill (Lab)	2	NERL/EDI
	Livingston	Gregor Poynton (Lab)	2	NERL/EDI
	Bathgate and Linlithgow	Kristeen Sullivan (Lab)	2	NERL/EDI
	Lothian East	Douglas Alexander (Lab)	2	NERL/EDI
	Dunfermline and Dollar	Graeme Downie (Lab)	2	NERL/EDI

Edinburgh Airport MPs/MSPs	North East Fife	Wendy Chamberlain (Liberal Democrats)	2	NERL/EDI
	Cowdenbeath and Kirkcaldy	Melanie Ward (Lab)	2	NERL/EDI
	Glenrothes and Mid Fife	Richard Baker (Lab)	2	NERL/EDI
	Falkirk	Euan Stainbank (Lab)	2	NERL/EDI
	Edinburgh South West	Scott Arthur (Lab)	2	NERL/EDI

13. Appendix C: Communications/Activities Plan

	Audience	Channels	Details
Pre-launch			
	Aviation industry stakeholders	Email	Consultation overview and webinar calendar invites where required.
	MPs/MSPs	Email	Consultation overview and briefing invite.
	Local, regional, national broadcast & print	Press release (embargoed)	Combined press release with Glasgow Airport and Edinburgh Airport.
Launch Day (20 October 2025)			
	All stakeholders	Websites: Scottish Airspace Modernisation & Citizen Space pages	00:01 websites go live.
	Aviation industry stakeholders	Email	Email notification of consultation launch.
	Aviation industry stakeholders	NERL website and NERL Customer Portal	Updated with notification of consultation launch.
Core Period (week 1-week 12)			
	Targeted Airlines (Top 6)	Webinars	Coordinated consultation events with Glasgow Airport and Edinburgh Airport.
	Targeted Airlines (North American airlines)	Webinars	Coordinated consultation events with Glasgow Airport and Edinburgh Airport.
	MPs/MSPs	Drop-in events	Coordinated drop-in events with Glasgow Airport or Edinburgh Airport, providing a high-level description of the proposed changes with specific relevance to their areas of interest.
8 Dec 2025	Aviation industry stakeholders	Email	Mid-point reminder email.
	GAA/BGA	Webinar	Session for GAA/BGA stakeholders. Coordinated session with Glasgow Airport and Edinburgh Airport.

	Military	Webinar	Session for military stakeholders, via DAATM. Coordinated session with Glasgow Airport and Edinburgh Airport.
	Airports/ANSPs	Webinar	Session for airports/ANSPs. Coordinated session with Glasgow Airport and Edinburgh Airport.
	All airline stakeholders	Webinar open session	Open session for Airline Stakeholders. Coordinated session with Glasgow Airport and Edinburgh Airport.
	MPs/MSPs	Webinar open session	Open session for MPs/MSPs. Coordinated session with Glasgow Airport and Edinburgh Airport.
	NATMAC	Webinar open session	Open Session for stakeholders including other NATMAC stakeholders. Coordinated session with Glasgow Airport and Edinburgh Airport.
End Period (final two weeks)			
12 Jan 2026	Aviation industry stakeholders	Email final reminder	Notification that the consultation will close in two weeks.
	All stakeholders	Webinars	Demand led sessions as appropriate.
25 Jan 2026	All stakeholders	Citizen Space Page	23:59 consultation website closes.
25 Jan 2026	NERL Stakeholders	Email	Notification that the consultation has closed.
28 Jan 2026	All stakeholders	Postal responses	17:00 consultation closes for postal responses.

End of Future Airspace Strategy Implementation- ScTMA Stage 3 Consultation Strategy