

Consultation Strategy Document



Edinburgh Airport 

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Introduction

01

1. Introduction

1.1 Airspace Modernisation

1.1.1 Since 2017 the Department for Transport (DfT) and Civil Aviation Authority (CAA) have worked together to develop a shared vision to modernise UK airspace.

1.1.2 The airspace modernisation programme is a key national infrastructure project that aims to deliver quicker, quieter, more resilient and environmentally cleaner journeys to the benefit of those who use and are affected by UK airspace.

1.1.3 The CAA has developed the Airspace Modernisation Strategy (AMS)¹, also known as CAP1711, which sets out how the UK is modernising airspace. The strategy, which was first published in December 2018 sets out the 'ends, ways and means', of modernising elements through a series of delivery elements.

1.1.4 The overall programme of changes required to implement the AMS is considered one of the most significant airspace and Air Traffic Management (ATM) developments ever undertaken. Some of the most important changes described in the AMS concern the widespread adoption of satellite-based navigation technology, known as Performance Based Navigation (PBN).

1.2 Scottish Airspace Modernisation and the Co-ordinated Consultation

Background

1.2.1 The Airspace Change Organising Group (ACOG) was formed in 2019 under the direction of the 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). Twenty 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 Air Navigation Service Provider for en route operations, is currently sponsoring seven ACPs to upgrade the route network that sits above 7,000 ft, in busy portions of airspace where there are lots of climbing and descending flights, referred to as Terminal Control Areas (TMAs).

The Airspace Change Masterplan

1.2.3 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 the Government's AMS.

1.2.4 The Masterplan is organised into four regional 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 where there are fewer airports and less complex interdependencies between the airport ACPs.

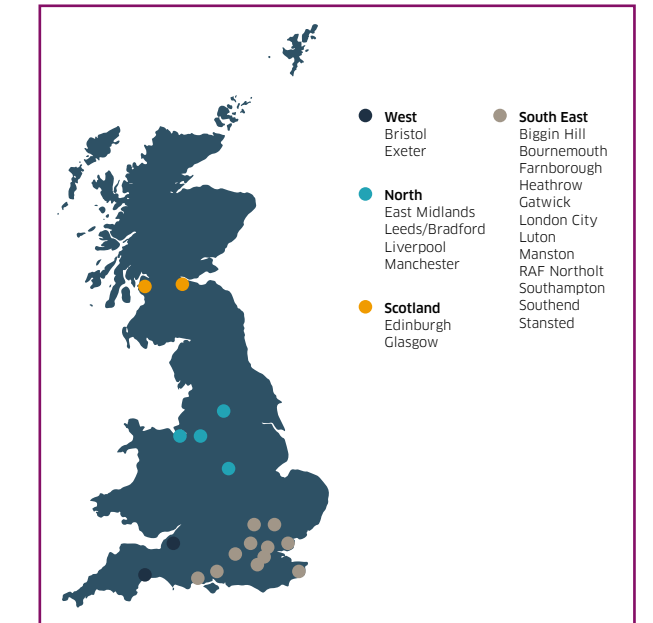


Figure 1: Four clusters of the Airspace Change Masterplan & airport sponsored ACPs

¹ CAA's Airspace Modernisation Strategy

Scottish Airspace Modernisation

1.2.5 Edinburgh Airport's ACP forms part of a wider Scottish Airspace Modernisation proposal. This is formed between three airspace change sponsoring organisations, often referred to as 'the sponsor', Edinburgh Airport, Glasgow Airport and NATS En-route PLC (NERL). Within the Masterplan, the modernisation of Scottish Airspace is referred to as the Scottish Terminal Control Area (ScTMA) cluster however throughout the consultation materials, Edinburgh Airport will refer to this as 'Scottish Airspace Modernisation'.

1.2.6 Edinburgh Airport and Glasgow Airport are responsible for the modernisation of their departure and arrival routes below 7,000ft and the associated Controlled Airspace. NERL are responsible for connecting these routes into the network airspace, and the wider route network above 7,000ft.

1.2.7 The three ACPs are being progressed independently, however there are design interdependencies between the proposals i.e. a change to the Edinburgh Airport design may result in a knock-on change for NERL and/or Glasgow Airport.

1.2.8 This means that Edinburgh Airport, Glasgow Airport and NERL, coordinated by ACOG, have worked closely together to develop the Scottish Airspace Modernisation proposal.

1.2.9 It also means that for some stakeholders a coordinated approach to consultation has been developed. Within this consultation strategy, the stakeholder groups considered coordinated are airlines, some general aviation organisations,

military, the National Air Traffic Management Committee (NATMAC), neighbouring airports and some MPs and MSPs.

1.2.10 Details of the coordinated approach to consultation can be found in **Appendix A** and a full list of stakeholders, including which stakeholders are coordinated, can be found in **Appendix B**.

1.3 Airspace Change Process

1.3.1 Since January 2018, any changes to airspace are required to follow the CAA's **CAP1616** regulatory guidance. CAP1616 outlines a 7-stage process for changing airspace design, including community engagement requirements.

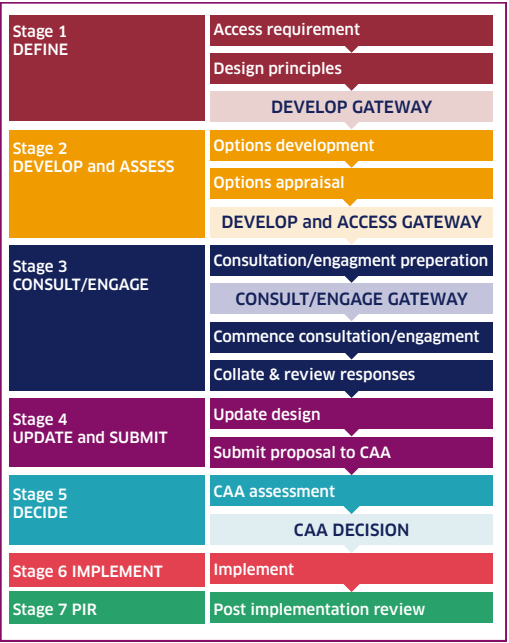


Figure 2: CAP1616 (Ed 5) 7-Stages

1.3.2 A key principle of the airspace change process is that it is as transparent as possible throughout. Those potentially affected by an airspace change proposal should feel confident that their voice has a formal place in the airspace change process².

1.3.3 The CAA monitors the progress of an airspace change proposal against the requirements of the airspace change process at key defined points, called gateways. At each gateway, the CAA will assess whether the relevant airspace change process requirements have been met. The gateways are there to determine whether the airspace change process has been followed up to that point, and whether to approve the progress to the next stage³.

1.3.4 In early 2023 the CAA conducted a public consultation on proposed changes to CAP1616 and Edition 5 of the document was published at the end of October 2023. In November 2023 the CAA wrote to Edinburgh Airport to inform them that Stage 3 of the CAP1616 should be carried out in accordance with **Edition 5**.

1.3.5 As such, this consultation strategy and all the Stage 3 documentation will be based on the guidance provided in Edition 5 of CAP1616 and Stages 1 and 2 of the Edinburgh ACP were written in accordance with CAP1616 Edition 4, which is available **here**.

1.4 Edinburgh Airport's Airspace Change Proposal

1.4.1 Edinburgh Airport began the ACP process to modernise its airspace in April 2019 by submitting its 'Statement of Need'. The proposal seeks to modernise Edinburgh Airport's flight paths to meet technical requirements and improve airspace efficiency.

1.4.2 The new routes will take advantage of improved navigational capability, which will allow better planning.

1.4.3 Following detailed appraisal work, undertaken in the Full Options Appraisal (FOA), Edinburgh Airport identified one proposed option to take forward to consultation. This option is comprehensively described in the **Consultation Document**.

² CAP1616 Edition 5 Page 14, Paragraph 1.30

³ CAP1616 Edition 5 Page 20, Paragraphs 2.16-2.17

1.5 CAP1616 Stage 3 consultation requirements

1.5.1 Stage 3 is where the change sponsor, Edinburgh Airport, prepares for and undertakes a public consultation. Once it has passed the ‘consult/engage’ gateway, which occurs in the middle of Stage 3, the sponsor can launch its consultation.

1.5.2 This is a key stage of the airspace change process for Edinburgh Airport to seek feedback to help us understand stakeholders’ views about the impacts of the airspace change proposal. This feedback will help shape the final airspace change proposal ahead of its submission at the end of Stage 4.

1.5.3 As part of the preparation for the consultation, Edinburgh Airport must produce a consultation strategy that meets the following criteria:

Table 1: Consultation requirements	
CAP1616 Criteria ⁴	Location/Details
Identifies which stakeholders are likely to be impacted, positively or negatively	Section 4.1
Explains what stakeholders’ information needs are and, where appropriate any seldom-heard audiences	Section 4.2
Details how the change sponsor will inform different audiences of the consultation and what opportunities those audiences will have to engage and respond	Section 5
Considers whether it is appropriate to use intermediaries to communicate with impacted stakeholders, or whether the nature of the ACP means direct contact with impacted parties is more appropriate	Section 5
Considers whether individual properties need to be contacted, or sets out other reasonable methods of reaching communities	Section 5
Details the intended start and end dates of the consultation and provides a rationale detailing why the consultation length is sufficient to facilitate an effective consultation	Section 7.1
Includes a timetable of associated consultation activities	Section 5.10
Explains what steps will be taken to generate an appropriate level of participation and respond to unexpected events and challenges	Section 5.7
Details how the consultation material will provide stakeholders with enough information to ensure that they understand the issues and the potential impacts of the airspace change proposal on them so they can give informed responses	Section 4.2
Sets out how the change sponsor will use the most up-to-date and credible, clearly referenced sources of data, with modelling carried out in line with relevant best practice	Edinburgh Airport have used the most up-to-date data available through the progression of the Stage 3 documents. The sources of data/images are referenced throughout the suite of consultation documents. All modelling has been carried out in line with relevant best practice and CAP1616 requirements- full details are provided in FOA section 3.
Sets out how the supporting materials will be developed to suit a range of audiences	Section 6

⁴ CAP1616 Edition 5 Page 42 Paragraph 3.26

1.6 Structure of this document

1.6.1 This document systematically identifies the steps required under CAP1616 and explains how Edinburgh Airport has or is proposing to meet those requirements.

1.6.2 Appendix A contains the information relevant to the co-ordinated consultation between Edinburgh Airport, Glasgow Airport and NERL.

1.6.3 Appendix A is not a full consultation strategy and is not intended to be read as such. It aims to provide the details of the co-ordinated elements of the consultation only. Elements of the co-ordinated consultation which are relevant to all sponsors’ individual consultations and the combined consultation, (such as late responses, contingency plans etc) are contained within the main body of the Edinburgh Airport consultation strategy.

1.6.4 Appendix B is Edinburgh Airport’s full stakeholder list. Edinburgh Airport has annotated which stakeholders were contacted during Stages 1 and 2 of the CAP1616 process and which have been added during Stage 3. Additionally, any stakeholders that are combined with NERL and/or Glasgow Airport have been annotated accordingly.

1.6.5 Appendix C is the Consultation Communications/Activity Plan for both the co-ordinated elements of the consultation and Edinburgh Airport’s own consultation.

Objectives

2. Objectives

2.1 Consultation Strategy Objectives

2.1.1 Table 1 identifies the criteria required within a consultation strategy, however, **CAP1616f** states that the sponsor should also have high-level objectives which underpin the development of the consultation strategy.

2.1.2 The high-level objective for Edinburgh Airport's Consultation Strategy document is to fulfil the requirements of CAP1616 (Edition 5) and meet the transparency requirements for all stakeholders.

2.1.3 This will mean stakeholders:

- Have the necessary information to understand the airspace change consultation process,
- Understand how the Edinburgh Airport consultation will be managed,
- Know how they can respond to the consultation and
- Understand how the airport, and partners, will deal with their responses.

2.2 Consultation Objectives

2.2.1 Consultation is an essential part of the airspace change process, defined in CAP1616 and regulated by the CAA.

2.2.2 Consultation is the sponsor's opportunity to formally engage with 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 four 'Gunning Principles' set out the basis for good consultation and form the basis of case law on what constitutes an appropriate consultation. The Gunning Principles are that:

- 1.** Consultation should only occur when proposals are at a formative stage.
- 2.** The consultation should give sufficient reasons (information) for any proposal to permit intelligent consideration.
- 3.** The consultation should allow adequate time for consideration and response.
- 4.** The product of consultation must be conscientiously taken into account.

2.2.4 Edinburgh Airport has developed a consultation strategy that meets the Gunning Principles for Consultation. It will meet these aims by:

- Ensuring consultees have the opportunity to influence the outcome of the proposals.
- Developing a suite of materials that is suitable and appropriate for all consultees.
- Ensuring that the length of the consultation is appropriate and takes account of holiday periods.
- Conscientiously considering all responses, by setting out clear channels by which responses can be received and providing clear reporting on the analysis of responses.

Summary of ACP and Engagement Activity Undertaken to Date

03

3.1 Summary

3.1.1 Edinburgh Airport began the process to modernise its airspace in April 2019. In early 2020 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 The programme was re-mobilised in March 2021, following the provision of DfT grant funding, allowing Edinburgh Airport to recommence its ACP in May 2021, passing the Stage 1 Gateway in July 2021 and the Stage 2 Gateway in March 2023.

3.1.3 Table 2 below summarises the CAP1616 stages already undertaken for this ACP and the stage Edinburgh Airport is in now. You can find links to previous submission documents on the CAA's Airspace Change Portal [here](#).

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.

3.1.5 The following table provides a brief summary of the ACP stages undertaken so far, and the stakeholder engagement activity that took place during those stages.

Table 2: Summary of ACP and Engagement Activity to date			
Airspace Change Stage	Summary	Link to Documents	Summary of Engagement Activity
Stage 1 Step 1A	In April 2019, Edinburgh Airport submitted its Statement of Need (SoN) to the CAA. Edinburgh Airport participated in an assessment meeting with the CAA on the 17 June 2019 as part of Step 1A of the CAP1616 process. The purpose of the assessment meeting is for the change sponsor 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	Statement of Need on CAA's Airspace Change Portal	Edinburgh Airport carried out initial stakeholder mapping to identify all potentially impacted parties are identified and considered.
		Assessment meeting minutes	Stakeholders from aviation, community and representative groups were identified by the Edinburgh team.
Stage 1 Step 1B	At Step 1B Edinburgh Airport 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. The outcome of this engagement was a set of 16 Final Design Principles (FSPs)	Stage 1: Define Gateway Submission	Edinburgh Airport carried out extensive workshops and focus groups with a wide range of stakeholders, these included the Edinburgh Airport Consultative Committee, Edinburgh Airport Noise Advisory Board, Community and Aviation Stakeholders and General Stakeholders. A dedicated webpage was also established and elected representatives were contacted. A full summary of the stakeholder engagement in Stage 1 is available in the Stage 1: Define Gateway submission.
Stage 2 Step 2A	Step 2A aimed to develop and assess a Comprehensive List of Options, aligning with the design principles established in Stage 1 and addressing the Statement of Need.	Step 2A Design Principal Evaluation Submission Document	Stage 1 design principles. To support this, engagement focused on informed stakeholders from community, aviation, and technical backgrounds. Edinburgh hosted two online presentations and workshops—one introducing high-level SID and arrival concepts, and another exploring capacity, environmental principles, and detailed operational options. Participants included representatives from EANAB, local authorities, the Light Aircraft Association, Ministry of Defence, NERL, ANSL, and community groups from affected areas. A virtual engagement space was created for ongoing feedback, helping dialogue and evaluation. Edinburgh also collaborated with NERL, Glasgow Airport, and ACOG on the Scottish TMA Masterplan to ensure design consistency. Feedback helped refine swathes, explore over-water routing via the Firth of Forth, and assess impacts on sensitive sites. Engagement was both technical and consultative, allowing early shaping of options before formal assessment.

Table 2: Summary of ACP and Engagement Activity to date			
Stage 2 Step 1B	Engagement at this stage supports the appraisal of options, including how stakeholder input influenced the identification of preferred design options and addressed evidence gaps.	Stage 2B IOA Document	In Step 2B, Edinburgh Airport shortlisted, refined, and assessed airspace design options, incorporating wide-ranging stakeholder input. Continued engagement built on Step 2A feedback, focusing on design feasibility, safety, environmental impacts, and systemisation. Workshops and meetings involved key partners including Edinburgh Airport Noise Advisory Board (EANAB), FLOPSC, NERL, ANSL, airlines and environmental stakeholders. Detailed feedback from these sessions influenced decisions such as minimising overflights of sensitive areas, designing SIDs along the Firth of Forth, and refining climb gradients and route alignments. Technical partners provided input on controlled airspace needs, SID pairing, and RNAV compatibility. Issues like Military airspace, community noise concerns, and runway throughput were discussed in depth. Engagement also included simulation sessions and discussions on route safety and performance. The approach prioritised continuous climb and continuous descent operations, fuel efficiency, and predictability. As a result, Edinburgh advanced a set of viable, stakeholder-informed designs ready for analysis and submission to the CAA.
Stage 3	Engagement at Stage 3 aims to help both prepare for, and deliver, a public consultation, collecting and documenting stakeholder feedback to inform final design decision		During Stage 3 of Edinburgh's airspace change process, extensive engagement has been undertaken to protect the integrity of wider Scottish cluster consultations, including Glasgow Airport and NERL. Edinburgh Airport has regularly consulted with the Edinburgh Airport Noise Advisory Board (EANAB) and its subgroups, discussing technical aspects such as RNAV, SIDs, and noise mitigation. The Aviation and Analysis subgroup has provided valuable local insight and feedback on detailed design issues. The Flight Operations and Safety Committee Flight Operations, Performance & Safety Committee (FLOPSC) and based airline representatives have contributed input, notably influencing design improvements based on aircraft performance. Collaborative meetings with the wider cluster - including NERL, Glasgow Airport , and ACOG - ensured conflict resolution and design assurance via simulation and CAF methodology. Edinburgh has also engaged with NERL, Ministry of Defence, Leuchars ATC, and the Light Aircraft Association to consider broader airspace user needs. ANSL, their ATC contractor, supported safety assessments and simulation work. Continuous stakeholder engagement informs the evolving consultation materials.

Audience

04

4. Audience

4.1 Identifying the Edinburgh ACP audience

4.1.1 For details on the co-ordinated consultation audience, please see **Appendix A**, section 10.

4.1.2 For this ACP, the process began at Stage 1 and involved a comprehensive stakeholder mapping process. This process included an initial identification process. During this phase, the airport team conducted a preliminary identification of potential stakeholders, considering those directly, indirectly, or potentially affected by the airspace change proposals.

4.1.3 Existing stakeholders identified from Stages 1 and 2 form part of the stakeholders for Stage 3 consultation, as well as newly identified stakeholders that may be impacted by the proposed changes to airspace. This list is available at **Appendix B**.

4.1.4 Stakeholders who have been part of this airspace change proposal since Stage 1 form part of the 'existing stakeholder' group for the Stage 3 consultation. If a stakeholder belongs to this group, this has been annotated in the full stakeholder list at **Appendix B**.

4.1.5 The following sections aim to identify the audiences that are impacted by the Edinburgh Airport airspace change proposal. They have been separated into different groups:

- Existing stakeholders – who have been involved in the process during Stages 1 and 2
- New Organisation Consultees – which consists of stakeholders who have not yet been involved in the process, but who can be contacted directly.
- New Consultees – this key category consists of stakeholders who will be learning about the ACP for the first time.

4.1.6 CAP1616 f states that Edinburgh Airport should identify which stakeholders are likely to be impacted, positively or negatively. Edinburgh Airport did not wish to assume whether stakeholder organisations or individuals will perceive the proposals positively or negatively in advance of receiving consultation feedback. However, to satisfy this requirement, Edinburgh Airport has used the information provided by the **Full Options Appraisal** to map out the areas most impacted by the option for consultation and has created a tier-based approach to consultation, to cater for those areas and ensure that their information needs are met.

Existing Stakeholders – Aviation Industry

4.1.7 These stakeholders are the aviation industry stakeholders who have been involved in Stages 1 and 2 and are already aware of the proposals. These include:

- Airlines
- Airports and Airfields
- NATMAC
- Military
- General Aviation

4.1.8 The aviation industry stakeholders also form part of the co-ordinated consultation audience. A full list of these Edinburgh Airport stakeholders and whether they are part of the co-ordinated audience is available at **Appendix B**.

Existing Stakeholders – Non-Aviation Industry

4.1.9 These stakeholders are the non-aviation industry stakeholders who have been involved in Stages 1 and 2 and are already aware of the proposals. These include:

- Political (MPs/MSPs & local councils/councillors)
- Environmental
- Seldom-heard audiences
- Community
- Business

4.1.10 The non-aviation industry stakeholders also form part of the co-ordinated consultation audience. A full list of these Edinburgh Airport stakeholders and whether they are part of the co-ordinated audience is available at **Appendix B**.

Additional Organisation Consultees

4.1.11 This group consists of representatives or organisations who have not yet been involved in the airspace change proposal, but who, following the mapping exercise undertaken prior to consultation, have been identified as potentially impacted by the proposals.

4.1.12 They are separate to the ‘new consultees’ as they are representatives or organisations who it is possible to reach out to directly (e.g. an organisation with a website/email address). More information will be provided in the Notification of Consultees section.

New Consultees

4.1.13 This group consists of the members of the public, who are not part of any organisations and therefore are potentially unaware of the airspace change proposals at this stage. The identification of these consultees is based on the geographical area of the option that are being consulted upon.

4.1.14 To ensure there is a targeted, proportionate approach to the consultation, Edinburgh Airport has developed a tiered system, specifically for the new consultees.

4.1.15 To determine the tiers, Edinburgh Airport used the information from the Full Options Appraisal, to map out the option for consultation and identify the geographical areas that will potentially be impacted, both positively and negatively.

4.1.16 The image below shows the Edinburgh Airport whole consultation area. This is approximately based on Edinburgh Airport operations today, and with the airspace change, up to 7000ft. This is Tier 2.



Figure 3: Consultation Area

4.1.17 Within the consultation area mapped out in Figure 3, Edinburgh Airport created a tiered structure for consultation with new consultees. The mapping of this tier has been informed by some of the noise contours generated within the FOA and is referred to as Tier 1.

4.1.18 Details on how the tiers will be consulted is available in the Approach section (Section 5) of this document.



Figure 4: Tier 1

⁵ Created from FOA data and image from Lbox (www.lboxcomms.co.uk)

Table 3: Consultee tiers		
Tier	Definition	Further details ⁶
1	The area within the 45db noise contour and areas which will be overflown 5+ times a day.	See Figure 4 - approximately 201,745 addresses
2	The whole consultation area, approximately based on Edinburgh Airport operations today, and with the airspace change, up to 7000ft.	See Figure 3 – approximately 638,000 addresses (this includes Tier 1 figures)

4.2 Information needs of the Edinburgh audience

4.2.1 Edinburgh Airport's aim for this consultation is to ensure that all impacted stakeholders can participate in a meaningful way.

4.2.2 To ensure that the proposal and process is fully understood, and to comply with the Gunning principles laid out in **Section 2** of this document, Edinburgh Airport intends to provide a range of consultation material which will be suited to all consultees. More information on the consultation material is available in **Section 6** of this document.

4.2.3 Stakeholders will be engaged by online and offline methods, to provide consultees with a wide range of opportunities to learn about the proposals and subsequently provide informed responses. More information on the consultation methods is available in **Section 5**.

4.3 Seldom heard audiences

4.3.1 CAP1616 emphasises the need to consider any seldom-heard audiences. Therefore, it is important to identify any sections of the community who might find some of the proposed activities challenging.

4.3.2 Owing to the combined audiences being mainly aviation industry stakeholders, the coordinated sponsors have identified seldom-heard audiences relevant to their airspace change proposal individually.

4.3.3 For Edinburgh Airport, as part of the stakeholder mapping exercises carried out earlier in the ACP, some seldom heard groups have already been identified and form part of Edinburgh's existing stakeholder list in **Appendix B**.

Engaging Support Groups

4.3.4 To aid all engagement with seldom-heard audiences, Edinburgh Airport will directly notify the support groups identified in Table 4 and ask them to share the consultation information with their members.

4.3.5 By reaching out to these groups, Edinburgh Airport hopes to provide any members with the means to find out about the consultation and establish a channel through which they can ask questions and provide consultation responses.

Identifying Seldom-Heard categories

4.3.6 Edinburgh Airport has identified the following seldom-heard categories and intends to employ the following methods of reaching them.

4.3.7 Edinburgh Airport has identified the following organisations operating within the Edinburgh region, that will be contacted.

- Age Scotland
- Age Concern Scotland
- ENABLE Scotland
- SHARE Scotland
- Capability Scotland
- Visibility Scotland
- Sight Scotland
- Macular Society
- Deaf Action
- RNID Scotland

⁶ Address data taken from Lbox (www.lboxcomms.co.uk)

Table 4: Identified seldom-heard groups & approach to engagement	
Seldom-heard category	Method of reaching/engaging
Older people (over 75s)	• Publication of adverts in local newspapers • Local Radio • Establishment of deposit locations for dissemination of physical materials • In-person drop in events • Information cascade request to support groups • Leaflets distributed to addresses in Tiers 1 and 2.
People with a learning disability	• Consultation materials will provide a clear user journey and use a consistent, simple layout which is easy to follow in plain English • Easy to read versions will be available online and at events • Local support groups will be given the means to cascade information to their members • Large print versions of the materials will be available, on request • Leaflets distributed to addresses in Tiers 1 and 2
People with physical disabilities	• Drop in events will be held at accessible venues (e.g. ground floor, wheelchair access, parking) • For those unable to attend in-person events, all consultation materials will be hosted online via Citizen Space and webinars will be held, with the recording also available online
Blindness or partial sight loss	• Information will be made available in accessible formats (Braille, electronic text), on request • Consultation adverts on local radio • Large print versions of the materials will be available, on request
Non-English language speaker	• Consultation materials translated on request, and dealt with on a case-by-case basis
Deaf, hard of hearing, or British Sign Language speaker	• Wherever possible, online engagement materials, such as video, will be captioned

Approach

05

5. APPROACH

5.1.1 For details on the co-ordinated consultation approach, please see **Appendix A**, section 11.

5.2 Notification of Edinburgh Consultees

Existing Stakeholders (All)

5.2.1 Edinburgh Airport will notify the existing stakeholders unique to Edinburgh Airport and the additional organisation stakeholders outlined in **Appendix B**, following a successful result at the CONSULT gateway.

5.2.2 This notification will provide a brief overview of the planned consultation and the start and end dates. Notification of the Edinburgh Airport stakeholders who are part of the combined consultation will take place as per **Appendix A**.

5.2.3 At the start of the consultation, which will run for 14 weeks from Monday 20th October 2025 and ends at 23:59 on Sunday 25th January 2026, Edinburgh Airport will email existing stakeholders and additional consultees identified in **Appendix B** and informing them that the consultation has opened and providing them with a link to the **Scottish Airspace Modernisation** website, which will contain further information on the co-ordinated consultation and links to each of the sponsors' individual sites. More information on the Scottish Airspace Modernisation website is available in paragraph 5.5.2.

5.2.4 These emails will also contain details of the online and in-person consultation events.

New Consultees

5.2.5 As stated in paragraph 4.1.12, this group consists of members of the public, who are not part of any organisations and therefore are potentially unaware of the proposals at this stage.

5.2.6 Prior to the commencement of the consultation, Edinburgh Airport intends to use their existing social media platforms, email list and website to begin informing the public that an airspace consultation is about to take place. These platforms consist of Facebook, LinkedIn, and X (formerly known as Twitter).

5.2.7 At the start of the consultation, Edinburgh Airport will use the airport's existing social media platforms, local newspapers, leaflets and posters to inform members of the public of the consultation, where they can find details on the consultation and provide a link to the Scottish Airspace Modernisation website, which will contain further information on the co-ordinated consultation and links to each of the sponsors' individual sites. More information on the **Scottish Airspace Modernisation** website is available in paragraph 5.5.2.

Reaching Consultees (Co-ordinated & Edinburgh)

5.2.8 CAP1616 states that, depending on the scale and impacts of the Airspace Change Proposal, contacting individual properties may be necessary⁷.

5.2.9 Edinburgh Airport has identified the communities impacted by this proposal and has placed them in tier groups, depending on the level of impacts. Further details are available in **section 4.1** of this document.

5.2.10 Edinburgh Airport intends to employ the following methods to reach those communities. Details on the press release are available in section 6. Information on newspaper adverts is available in paragraph 5.3.9 and Table 5 and information on the leaflets and posters are available in section 6.

⁷ CAP1616f Page 56, paragraph 4.41

Table 5: Methods of communication (co-ordinated & Edinburgh consultees)							
Seldom-heard category	Stakeholder comms (emails)	Press Release	Newspaper Adverts	Social Media	Leaflets (individual address)	Leaflets (popular areas)	Posters (key locations)
Co-ordinated Stakeholders	Y	Y	Y	Y	N	N	N
Existing Edinburgh Stakeholders	Y	Y	Y	Y	N	N	N
Tier 1	N	Y	Y	Y	Y	Y	Y
Tier 2	N	Y	Y	Y	Y	N	N

5.2.11 Edinburgh Airport has decided to distribute leaflets to the whole consultation area based on Edinburgh Airport operations today, and with the airspace change, up to 7000ft. This includes all addresses in Tiers 1 and 2. Figure 3 above shows the area, with an approximate total of 623,475 addresses.

5.2.12 Edinburgh Airport has identified key buildings/locations within Tier 1, which are frequently utilised by members of the public. These locations will receive posters and be provided with leaflets regarding the proposed changes. The following key locations in Tier 1 have been identified.

Table 6: Leaflet/Poster locations	
Area	Leaflet/Poster location ⁸
Pitscottie	White Chimneys Sandwich Bar & Tearoom
Lundin Links	Largo Library & Community Hub Ludnin Golf Club Paxton Centre Community Hub
Elie & Earlsferry	Earlsferry Town Hall Earlsferry Thistle Golf Club
St Monans	St Monans Library St Monans Mini Market
Anstruther	Anstruther Easter Town Hall Anstruther Golf Club
Aberdour	Aberdour Station Aberdour Golf Club
Crossgates	Mossgreen Convenience Store Costcutter

⁸ These locations are TBC following a successful gateway, should a location be unavailable, an alternate will be sourced

Dunfermline	Dunfermline Queen Margaret Station Dunfermline Carnegie Library & Galleries Pitreavie Golf Club Abbeyview Community Hub Camdean Community Centre
Rosyth	Rosyth Library Parkgate Community Centre Rosyth Station Inverkiething Station
Dalgety Bay	Dalgety Bay Library Dalgety Bay Station Asda Superstore
Charlestown	Charlestown Post Office
Linlithgow	Linlithgow Library Linlithgow Golf Club Linlithgow Station
Uphall	Uphall Community Education Centre Uphall Station Dobbies Garden Centre Uphall Golf Club
Broxburn	Strathbrock Community Centre Broxburn Library Aldi & Lidl
Livingston	Crofthead Community Centre Livingston Station Community Centre Livingston North Station Sainsburys Asda Supermarket

Bathgate	Simpson Library (Bathgate) Bathgate Station Morrisons
Armadale	Armadale Community Centre & Library Armadale Station Scotmid Co-Operative
Whitburn	Whitburn Community Centre Lidl Aldi Co-Op
Fauldhouse	Fauldhouse Partnership Centre Fauldhouse Station
West Calder	West Calder Library West Calder Community Centre West Calder Station Scotmid Co-operative
Murieston	Murieston Village Livingston South Station
East Calder	East Calder Library Almondell Garden Centre
Pumpherston	Pumpherston Library Scotmid Co-operative
West Linton	West Linton Market West Linton Golf Club
Peebles	Peebles Library Peebles Community Centre – The Drill Hall Peebles Golf Club Tesco
Kirknewton	Kirknewton Station Kirknewton Community Development Trust Kirknewton Inn Stop

Kirkliston	The City of Edinburgh Council Kirkliston Community Centre Kirkliston Local Store
Hermiston	Heriot-Watt University Campus
Gogar	Gogarburn Station Gogarburn Golf Club Edinburgh Park Station
Cramond	Cramond Village Gathering Space Cramond Co-op
Corstorphine	Costorphine Community Centre Costorphine Community Council Carrick Knowe Golf Club
Muirhouse	Muirhouse Community Centre Silverknowes Golf Course
Musselburgh	Musselburgh Library Musselburgh East Community Learning Centre Musselburgh Station Musselburgh Links The Royal Musselburgh Golf Course
Wallyford	Wallyford Library Wallyford Community Education Centre Wallyford Station Strawberry Corner Garden Centre
Prestonpans	Prestonpans Community Centre Prestonpans Library Prestonpans Station Lidl
Tranent	Loch Centre Tranent Library Asda Supermarket

Dalkeith	Dalkeith Library & Arts Centre Newbattle Community Learning Centre Eskbank Station Newton Grange Station
Mayfield	Mayfield Community Club Nisa Local
Gorebridge	Gorebridge Library Gorebridge Station
North Middleton	Middleton Village Community Hall Middleton Village Hall

5.3 Edinburgh Consultation Awareness

Consultation Websites

5.3.1 All consultees will be directed to the Scottish Airspace Modernisation website in the first instance. This website will contain background information for all consultees on the co-ordinated consultation and will link to the Edinburgh Airport website where appropriate. Further information on what will be contained on the Scottish Airspace Modernisation website is available in **Appendix A**, section 11.

5.3.2 For consultees who are unsure which consultation is most applicable to them; the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.

5.3.3 The consultee will be suggested the most appropriate proposal(s) to look at, however, in all cases, they will be provided with links to all three ACPs and they are welcome to respond to 1, 2 or all 3 consultations.

5.3.4 The Edinburgh Airport consultation website is located here <https://edinburghairport.com/whats-your-view> and will contain information regarding the consultation as well as the consultation tools. From the Edinburgh Airport consultation website, consultees will be directed to the Citizen Space consultation website, which is where the the summary consultation material will be hosted; this is also where the online survey is available.

5.3.5 To ensure clarity, the summary consultation materials and online survey will be held on the CAA’s Citizen Space consultation website.

Social Media

5.3.6 Edinburgh Airport will use existing social media outlets, Facebook, X and LinkedIn to provide a brief outline of the consultation and direct interested parties to the Edinburgh Airport consultation website.

5.3.7 Paid adverts will also be placed on these social media sites at certain times during the consultation period, to promote consultation events and ensure consultees are aware of the consultation end date. Further details on when social media will be used are available in **Appendix C** – Communications and Activities Plan.

Local newspapers

5.3.8 Edinburgh Airport will use adverts in local newspapers to reach those consultees who may not use social media or have online access. Edinburgh Airport will place advertisements in the following publications.

- Fife Today/Fife Free Press
- Fife Herald/East Fife Mail
- Central Fife Times
- Dunfermline Press
- East Lothian Courier
- Edinburgh Evening News
- West Lothian Courier
- Falkirk Herald
- Midlothian Advertiser
- Midlothian View

Local Radio

5.3.9 Edinburgh Airport will be placing adverts on location at the airport and on radio stations; the following table shows the planned stations:

Table 7: Local Radio stations, where adverts will be placed	
Region	Radio Stations
Central Scotland	Greatest Hits Radio, Castle FM, Capital Scotland, Heart Scotland
Edinburgh, The Lothians, Fife & Falkirk	Greatest Hits Radio, Castle FM, Capital Scotland, EHFM, Forth 1, Radio Forth, Talk 107, Original 106, Kingdom FM, Radio West Fife, Smooth Scotland,

5.3.10 The adverts placed in local newspapers and on the local radio will contain a brief outline of the consultation and direct interested parties to the Scottish Airspace Modernisation website and the Edinburgh Airport consultation website.

5.3.11 These adverts will also provide details of how consultees can access hard copies of the Edinburgh consultation material and provide a written response, if they are unable to provide one online. The adverts will also contain details of how to find out about the Edinburgh Airport online and in-person consultation events.

5.4 Communications/Activities Plan

5.4.1 CAP1616 suggests that consultations which will have higher impacts and require a wide range of communication activity should have a communications plan⁹. Edinburgh Airport has created a communications/activity plan to cover the relevant aspects of the coordinated consultation and the individual Edinburgh Airport consultation activities. This is available at **Appendix C**.

⁹ CAP1616 f Page 56, paragraph 4.39

5.5 Methods of Edinburgh Consultation

Scottish Airspace Modernisation Website

5.5.1 As stated in section 5.3, the co-ordinated consultation sponsors have developed a coordinated website for the cluster at <http://www.scottishairsapacemodernisation.co.uk/> (Website currently in construction) which all consultees will be directed to in the first instance.

5.5.2 This site will contain background information on the following subjects:

- Airspace Modernisation Strategy
- ACOG and the Masterplan Iteration 3 (Scotland)
- CAP1616 process and the timescales
- Introduction to the three consultations and how they are aligned.

5.5.3 Consultees who are familiar with the subject matter, or who are looking to go directly to an individual sponsor's website or Citizen Space, will be able to do so.

5.5.4 For consultees who are unsure which consultation is most applicable to them; the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.

5.5.5 The consultee will be suggested the most appropriate proposal(s) to look at; however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to any consultation.

5.5.6 For more information on the Scottish Airspace Modernisation website, please see paragraph 5.5.2.

Edinburgh Airport consultation website

5.5.7 Edinburgh Airport consultation website can be found **here**. This website will be updated prior to consultation start to contain accessible materials and tools for stakeholders to learn more about the consultation and the potential impact of the changes they may experience.

5.5.8 Consultation information displayed on the Edinburgh Airport consultation website will be extracted from the Consultation Summary Document, Main Consultation Document and Full Options Appraisal and presented in an easy-to-understand format.

5.5.9 The Edinburgh Airport consultation website will also include links to a selection of the appropriate tools for consultees to be able to access themselves. Further details on the consultation tools are detailed in Section 6.4. This will include:

- A postcode tracker, which will aim to show specific postcodes and how they may be impacted by the proposals and the;
- SoundLab, which will allow stakeholders to access interactive mapping showing the key noise information from the Full Options Appraisal (FOA) scenarios for the proposals.

5.5.10 In recognition that some stakeholders, potentially from the aviation industry, may not need to interact with the material or the tools, a link directly to the Citizen Space website will be clearly signposted, to allow consultees to move directly to the consultation questions.

5.5.11 Additional links to the Citizen Space website will be distributed across the Edinburgh Airport website at appropriate intervals with a reminder at the end of each page for consultees to proceed to that site to respond to the consultation questions.

Citizen Space website

5.5.12 The CAA requires the use of Citizen Space as the platform for the Stage 3 consultation. The summary consultation material will be uploaded onto the Citizen Space website.

5.5.13 There will also be links provided to the previous Stage 1 and Stage 2 documents relating to the ACP.

5.5.14 Any written responses received by Edinburgh Airport will be transcribed and uploaded onto the Citizen Space consultation website. Following moderation, which is carried out by Edinburgh Airport, all consultation responses will be available to view on the portal.

Webinars

5.5.15 During the consultation, Edinburgh Airport will host 6 general webinars, using video conferencing software to ensure the events are accessible for as many people as possible. The Edinburgh Airport project team will present the consultation material and attendees will be able to ask questions.

5.5.16 The target of these webinars are the community consultees; however, any interested parties will be able to attend. The information presented at all the webinars will be the same.

Table 8: Webinar information	
Webinar Number	Proposed Dates
1	Monday 27th October 2025 18:00 – 20:00
2	Monday 10th November 2025 18:00 – 20:00
3	Monday 24th November 2025 18:00 – 20:00
4	Monday 8th December 2025 18:00 – 20:00
5	Tuesday 23rd December 2025 15:00 – 17:00
6	Tuesday 5th January 2026 18:00 – 20:00

5.5.17 Dates for the webinars are TBC at this stage; however, the dates will be published in the final consultation material, the Edinburgh Airport consultation website, at the start of the consultation, with details on how consultees are able to reserve a place and join the webinar. Where appropriate the Webinars may be recorded and made available.

5.5.18 Details will also be publicised on the social media posts, newspaper adverts, and in a link from the posters and leaflets.

5.5.19 Edinburgh Airport will also be providing bespoke webinars alongside Glasgow Airport and NERL to aviation industry stakeholders, such as airlines and General Aviation organisations. These webinars are by invitation, and details will not be published on leaflets/posters, social media or the consultation websites. Further information on these webinars is available in **Appendix A**, section 11.4.

Public drop-in events

5.5.20 All consultees will be welcome to attend the public drop in events and details of prearranged events will be published in the Main Consultation Document. They will also be advertised on the Edinburgh Airport consultation website, the Citizen Space consultation website, the Edinburgh Airport airspace webpage and the social media posts, newspaper adverts, and in a link from the posters and leaflets.

5.5.21 The key audience to reach with the public drop-in events are those members of the public who have not been involved in the ACP so far, but who are likely to be most impacted by the proposal.

5.5.22 The public events will be a drop in format with attendees able to attend at any point during the event duration. They will be held from afternoon into evening, to provide those who may be working the opportunity to attend.

5.5.23 Technical and non-technical members of the project team will be present to engage and answer any questions and members of the NERL ACP team will be invited to attend to answer any questions on their proposals.

5.5.24 Printed copies of the consultation materials will be available and exhibition material containing easy to read portions of the consultation documents will be in situ. Where possible Edinburgh Airport will provide access to the Soundlab and Postcode Tool at the drop in events.

5.5.25 To encourage responses from all audiences, digital technology (QR codes and tablets) will be used to signpost consultees directly to the Citizen Space website, making it as easy as possible to respond. If required, Edinburgh Airport team members will assist consultees with inputting their responses using the tablets available.

5.5.26 Hard copy feedback forms will be available only if required. Any written responses submitted at a public event will be transcribed by Edinburgh Airport and uploaded to the Citizen Space website.

5.5.27 As explained in paragraph 4.1.16 and Table 5, Edinburgh Airport have placed the new consultees into 2 Tiers, depending on the geographical area they live in and the extent of the anticipated impact of the proposal. Due to the potential impacts, all the public events will take place in Tier 1.

5.5.28 The following table and map illustrate the proposed schedule of events and locations. Exact locations/venues are to be confirmed at this stage and will be confirmed following a successful gateway outcome.

5.5.29 Edinburgh Airport is aware of the wide geographical area which the option for consultation covers and has aimed to position the public drop-in events at locations which could be accessed by multiple local communities. Any individual is welcome to attend any public event.

5.5.30 The location of the scheduled in person drop in-events (detailed in Table 9), cover the major population centres that will be affected by the proposed airspace change. When deciding these locations we considered various factors such as accessibility, public transport, and the availability of preferred venues.

5.5.31 Edinburgh Airport regularly engages with the Edinburgh Airport Noise Advisory Board (EANAB), which is made up of representatives from several community councils. The EANAB brings together representatives from local communities and Edinburgh Airport to collaboratively address aircraft noise concerns. More information about the EANAB and its members can be found at eanab.org.uk.

5.5.32 As part of Edinburgh Airport’s commitment to work collaboratively with EANAB, it will also seek their input on how we can engage and consult effectively with community stakeholders, by using the most appropriate channels and methods to reach communities.

5.5.33 Based on EANAB’s recommendation, Edinburgh Airport will write to community councils to let them know about the forthcoming in-person consultation drop in events (outlined in Table 9) and will also offer an opportunity for the Airport to engage with councils if they cannot make one of the dates/locations outlined in the event schedule.

5.5.34 Edinburgh Airport will consider the community councils’ requests for further engagement on a case-by-case basis and the most appropriate channel to utilise, for example an additional in-person event, webinar, online meeting etc.



Figure 6: Locations for drop in events Tier 1

Table 9: Proposed public drop-in event locations		
Event Number	Proposed Date(s)	Location/Venue (TBC)
1	Week 2	Livingston
2	Week 3	Dechmont
3	Week 4	Cramond
4	Week 5	Dunfermline
5	Week 6	Linlithgow
6	Week 4	East Fife – Elie and Earlsferry or St Monan’s
7	Week 7	Peebles
8	Week 8	Musselburgh
9	Week 9	Aberdour

MP & MSP drop-in events

5.5.35 Edinburgh Airport will hold drop-in events for its relevant MPs and MSPs. These events will be co-ordinated with NERL, further details can be found in **Appendix A**, section 11.4.

Deposit locations

5.5.36 To ensure that consultees who may not have access to social media or online capabilities can read the consultation materials, the documents will be made available at the start of the consultation at a number of locations, primarily across Tier 1. These locations will align with the drop-in event locations in Table 9.

5.5.37 In addition to these locations in Table 9, Edinburgh Airport will have some document locations situated in Tier 2.

Table 10: Tier 2 Document locations
Fountainbridge Public Library
Morningside Library
Liberton Public Library
Civic Office, Old Town
Falkirk Council Buildings
Edinburgh Central Library

5.5.38 Information provided for the deposit locations will also include hard copies of the consultation leaflets and posters and will direct individuals to the websites to respond to the consultation in the first instance; however, if consultees are unable to use the online methods, feedback forms and freepost envelopes will be available in hard copy on request. Hard copies of the Summary Consultation Document will also be available.

Individual briefings

5.5.39 During the consultation period, Edinburgh Airport will offer individual briefings to MPs and MSPs. These will be in addition to the drop-in sessions hosted by Edinburgh Airport and NERL (more information on these drop-in sessions can be found in **Appendix A**, section 11.4).

5.5.40 Individual briefings will be arranged on a case-by-case basis, as and when requested by the political representatives. Glasgow Airport and NERL will be made aware of any individual briefings and invited to participate, if appropriate.

Passenger Engagement

5.5.41 Edinburgh Airport recognises that passengers who frequently use the airport may have an interest in the ACP.

5.5.42 To support the engagement with passengers, Edinburgh Airport will have a stand inside the airport containing information about the consultation. Recognising that passengers may not have time to spend reading full consultation materials, business cards with a QR code directing to the Edinburgh Airport consultation website, along with contact details for the consultation team and a reminder of the consultation dates will be available/provided.

Use of intermediaries

5.5.43 Edinburgh Airport intends to use intermediaries, where appropriate, to help publicise the consultation only. Edinburgh Airport is placing no expectations on any intermediaries to take on the role of educating either the public or their organisations about the details of the proposal's.

5.5.44 To support intermediaries and further make the consultation accessible for seldom-heard communities, Edinburgh Airport will provide certain locations with deposits of the consultation leaflet, for example, libraries and local councils. These locations will be contacted prior to the consultation launch for permission to use their locations.

5.5.45 Edinburgh Airport will ensure that emails to existing stakeholder organisations are clear that Edinburgh Airport are happy for the information to be disseminated to members.

5.6 Responding to the Consultation

Citizen Space website

5.6.1 The primary method for responding to the consultation is via the **Citizen Space website** and all consultees will be directed to that site via the coordinated Scottish Airspace Modernisation website and the Edinburgh Airport consultation website.

5.6.2 On completion of a consultation response, consultees will be provided with a link returning them to the co-ordinated consultation, Scottish Airspace Modernisation website, where they can easily access the Glasgow Airport and/or NERL consultations, if they wish to.

Consultation email address and phoneline

5.6.3 The ACP email address **whats-your-view@edinburghairport.com** and phoneline **0131 348 4299** will be monitored through the consultation for consultees to request hard copies of the consultation material or to ask questions regarding the logistics of the consultation.

5.6.4 Consultees will be informed that they are not able to use the email address to formally respond to the consultation and will be directed to the Scottish Airspace Modernisation website, where they will find links to the Edinburgh Airport consultation.

5.6.5 Any consultee who attempts to provide an email response will be informed that their feedback will not be included and re-directed to the Citizen Space website to respond to the consultation questions.

Written responses

5.6.6 Hard copies of the consultation documents and the feedback form will be distributed to consultees on request only, alongside a freepost envelope. Any written feedback should be sent to the following address:

The Communications Team, Edinburgh Airport, Almond House, EH12 9DN.

5.6.7 All written feedback forms will be transcribed by Edinburgh Airport and uploaded onto the Citizen Space consultation website.

5.6.8 Online consultation responses will close at 23:59 on Sunday 25 January 2026, however postal responses will be accepted until Wednesday 28th January, allowing an additional three working days to account for postal services.

5.6.9 Edinburgh Airport will endeavour to include all responses received within a reasonable timescale, however, any received after 28th January are not guaranteed to be included in the subsequent analysis.

5.7 Encouraging Responses

5.7.1 Notification emails to stakeholders will be issued following a successful Gateway outcome. They will also be emailed at the start of the consultation and at the mid-point. A final email reminder will be issued two weeks prior to the consultation closing date.

5.7.2 Edinburgh Airport will utilise newspaper adverts, press releases, and both organic and paid for social media posts to promote the consultation and encourage responses. These promotions will take place at minimum at the start of the consultation, at the mid-point and two weeks prior to the close of the consultation.

5.7.3 Edinburgh Airport will also distribute leaflets and posters to the locations in Table 6 at the start of the consultation.

5.7.4 Edinburgh Airport will regularly monitor the progress of the consultation, and the responses received on the Citizen Space website. If responses are not forthcoming for certain stakeholder groups or organisations, then the team can focus on those groups or geographical areas with additional emails or leaflets.

5.8 Successful consultation criteria

5.8.1 Edinburgh Airport will continuously monitor the progression of the consultation and the responses to ensure that the consultation strategy is executed as intended. Edinburgh Airport will consider the consultation successful when it has been carried out in accordance with this strategy.

5.8.2 Edinburgh Airport will endeavour to maximise participation through continuous reviews of response rates but would not like to commit to a number of responses/participants.

5.9 Late responses

5.9.1 The deadline for online feedback is 23:59 on Sunday 25th January 2026. Consultees will no longer be able to access the consultation questions on the Citizen Space consultation website after this time.

5.9.2 Edinburgh Airport will accept written responses up until 17:00 on Wednesday 28th January 2026.

5.9.3 Edinburgh Airport will endeavour to include all responses received within a reasonable timescale, however any received after Wednesday 28th January 2026 are not guaranteed to be included in the subsequent analysis.

5.10 Timetable of consultation activities

5.10.1 For a timetable of both the co-ordinated elements of the consultation and Edinburgh Airport's own consultation elements, please see Appendix C – Communications/Activities plan.

5.11 Moderation of consultation responses¹⁰

5.11.1 Subject to the permissions given by the consultee, unredacted responses will be published, following moderation. Consultees will be given the option on the Citizen Space consultation website if they wish to have their responses published anonymously or not.

5.11.2 If consultees wish for their response to be published anonymously, there is an option to redact personal details, and these will only be seen by Edinburgh Airport and the CAA. If consultees feedback is relevant to one of the other Scottish Airspace Modernisation sponsors (Glasgow Airport and NERL) then that feedback and personal detail(s) will be shared with the applicable sponsor(s).

5.11.3 Prior to publication on the Citizen Space consultation website the sponsor will moderate all responses to remove unacceptable material. This will take place regularly during the consultation period. Moderation should only remove unsuitable content. It will not be used as a general means of censoring or filtering responses. Examples of unsuitable content that will be redacted/removed are:

- Malicious or offensive in nature 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 online contact details.

¹⁰ CAP1616 f Pages 64-65, paragraphs 4.81-4.83

Materials

06

6. Materials

6.1 Edinburgh Consultation Material

6.1.1 Airspace change is a complex topic, particularly for those with no technical expertise. It is a requirement of CAP1616 that materials will provide stakeholders with enough information to ensure that they understand the issues and the potential impacts of the ACP on them, so they can give informed responses¹¹.

6.2 Core Consultation Material

6.2.1 Materials will be produced to allow stakeholders to understand the proposals. Recognising that different stakeholders will have differing levels of interest and knowledge in the proposals; Edinburgh Airport will produce the following consultation material:

Table 11: Core Consultation documents	
Document Name	Content
Summary Consultation Document	A short and easy to understand outline of the consultation, with diagrams.
Main Consultation Document	This will have more detail on the background of the ACP and the options being proposed by Edinburgh Airport.
Full Options Appraisal	This document will contain the full technical data and include appendices with additional material, such as the CAF documents.
Consultation Strategy	This document sets out how Edinburgh Airport will deliver the consultation.

¹¹ CAP1616F Page 58, paragraph 4.49

6.2.2 These documents will be available on the Citizen Space website and hard copies will be available at the deposit locations, and on request.

6.3 Supporting Materials

Frequently Asked Questions

6.3.1 A 'Frequently Asked Questions' page will be developed for all consultees. The initial version of these documents will contain questions which stakeholders have raised during Stages 1 and 2 of the CAP1616 process, concerning either the process or Edinburgh Airport's proposals.

6.3.2 This document will be updated as the consultation progresses, with any frequent questions that may arise either during the consultation events, or in consultation responses.

6.3.3 Questions pertaining to the co-ordinated consultation will be shared with Glasgow Airport and NERL to ensure an aligned response is published.

Feedback Form

6.3.4 A feedback form will be available as an appendix to the Main Consultation Document. This feedback form will contain the same questions as those on the Citizen Space consultation website.

6.3.5 As responses will be required to be entered via the Citizen Space consultation website, the feedback form will not be available as a stand-alone document to download. It will only be available at the public events by request and on request by email or phone.

6.3.6 Further details on how consultees can respond in writing will be in the Main Consultation Document.

Exhibition Materials

6.3.7 Edinburgh Airport will create bespoke materials for the Edinburgh Airport consultation website, online and in-person events. This material will be drawn from the information contained within the consultation documents and presented in an accessible way, which allows consultees to understand the key facts regarding the consultation.

6.3.8 This material will include boards for the in-person public events and online versions for the webinars, virtual room and the Edinburgh Airport consultation website.

6.3.9 Printed copies of the consultation documentation, including the FOA, FAQs, Main Consultation Document and Summary Consultation Document will also be available at all events.

Press Releases

6.3.10 Edinburgh Airport will jointly share a press release at the start, mid and end points of the consultation in partnership with Glasgow Airport and NERL to promote the consultation and raise awareness of the Scottish Airspace Modernisation proposals.

6.3.11 The information contained within the press releases and responsibility for each release will be co-ordinated and managed by the sponsors co-ordinated consultation and communications working groups. More information on this group can be found in **Appendix A**.

6.3.12 These releases will be issued to local, regional, national and trade media and some radio stations.

6.3.13 Edinburgh Airport will be responsible for notifying local and regional print and broadcast media in the Edinburgh areas (using the 7,000ft area postcode designation) and will support the issue of these press releases with paid-for print and digital adverts to guarantee coverage of the key consultation information at the start of the consultation in particular.

6.3.14 The list of target outlets can be seen in Section 5.3

Leaflets

6.3.15 Edinburgh Airport will produce a leaflet, which will be distributed to all addresses in Tiers 1 and 2, as defined in Table 3. This leaflet will provide details of how interested parties are able to find out more information about the consultation and a link to how to take part.

6.3.16 Leaflets will also be available at the locations outlined in Table 6 and at document locations outlined in Table 9 and Table 10.

Posters

6.3.17 Edinburgh Airport will produce posters, which will be displayed in the locations as per the information in Table 6. They will also be available at the document locations outlined in Table 9 and Table 10.

6.3.18 This poster will provide details of how interested parties are able to find out more information about the consultation and how to take part.

6.4 Edinburgh Consultation Tools

6.4.1 Edinburgh Airport intends to use the following resources to assist with the consultation:

- **Postcode tracker** - which will aim to show specific postcodes and how they may be impacted by the proposals and;
- **SoundLab** - which will allow stakeholders to access interactive mapping showing the key noise information from the Full Options Appraisal (FOA) scenarios for the proposals.
- **Virtual room** - this is a website which will explain the impact of the Airspace Change

6.4.2 The mapping will allow users to locate their home or area of interest, either by clicking on the map or using an address/postcode search bar and then be provided with noise information specific to that location.

6.4.3 The user will then have the option to proceed to a sound demonstration to listen to representative aircraft for their chosen location. The demonstration will preload a recommended aircraft type, aircraft mode (arrival or departure) and aircraft altitude, tailored to the location chosen on the map. The user will also have the option to be able to listen to different scenarios if they so choose.

6.4.4 The tools will be available through a link on the Edinburgh Airport consultation website.

Consultation Length

07

7. Consultation Length

7.1 Length of consultation

7.1.1 The 14-week consultation will run concurrently with the NERL and Glasgow Airport consultations. The consultations will launch at 00:01hrs on 20 October 2025 and close at 23:59hrs on 25 January 2026.

7.1.2 An additional 2 weeks have been added to the accepted standard consultation length of 12 weeks, as this consultation will take place over the Christmas/New Year period.

7.1.3 This length and the dates are in line with the co-ordinated consultations of Glasgow Airport and NERL. The three sponsors will meet regularly throughout this period to discuss response rates, FAQs, sharing responses and any pro-active actions based on consultation performance.

7.1.4 The three sponsors will offer the CAA a mid-consultation review on progress.

7.2 Contingency Plan

7.2.1 Whilst the consultation has been carefully prepared to ensure successful delivery, it is acknowledged that unexpected events can arise that could impact on its delivery. Where possible, Edinburgh Airport will seek to respond to the unforeseen disruptions in a managed and proportionate way.

7.2.2 Should any unforeseen events occur, Edinburgh Airport will assess the circumstances, 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, Edinburgh Airport will endeavour to continue with the consultation as set out in the strategy, as any remaining events would take place online.

7.2.3 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, Edinburgh Airport 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 Glasgow, NERL and the CAA).

7.2.4 As this is a coordinated consultation, if a situation arises where another sponsor is required to extend their consultation, Edinburgh Airport 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 impact an individual consultation will be discussed between the sponsors, and with the CAA to determine the correct course of action for all involved.

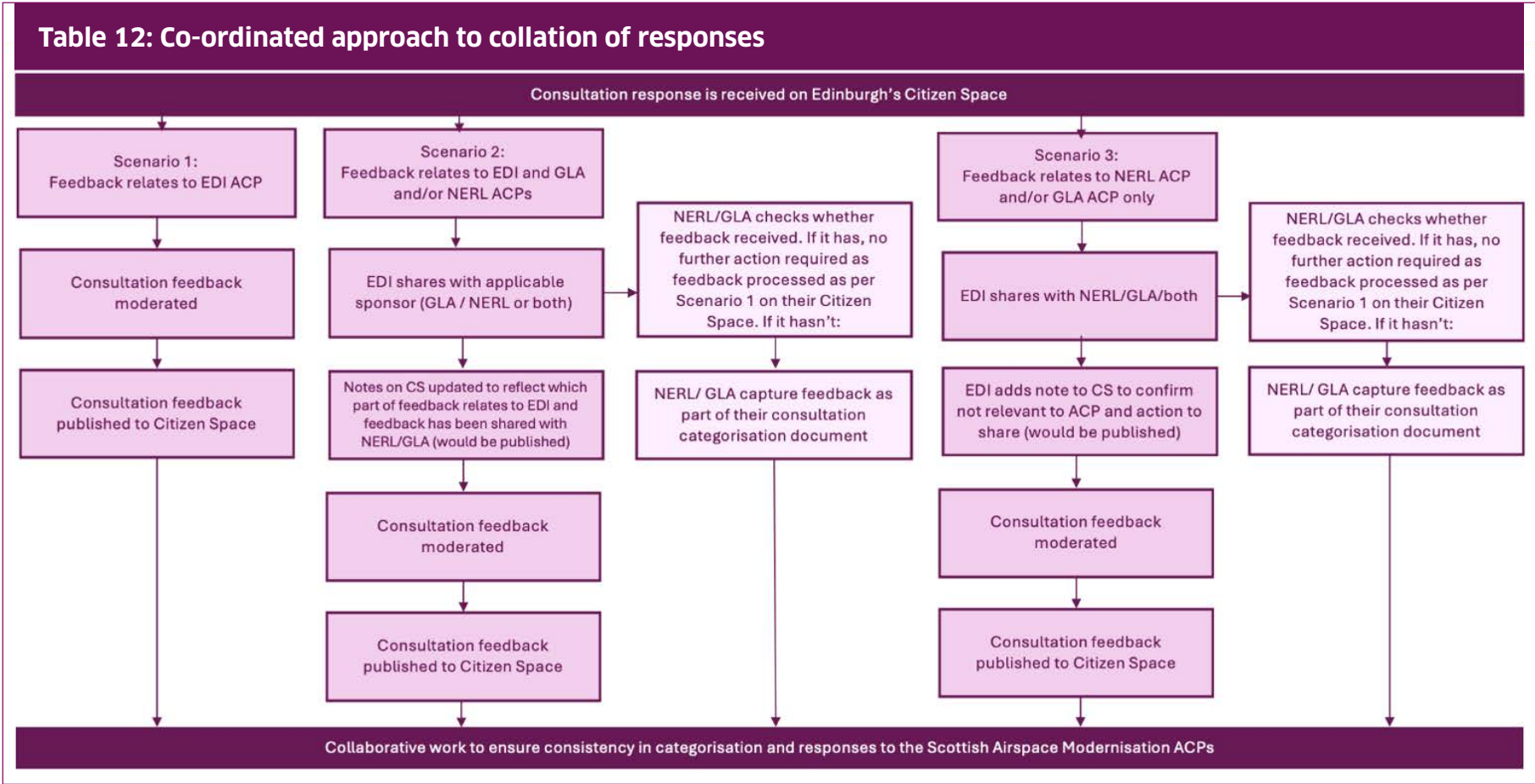
7.2.5 Should any of the courses of action outlined above be required, Edinburgh Airport will inform the stakeholders via email, where possible. To reach the consultees, Edinburgh Airport will take a proportionate response and consider social media posts, press releases and additional newspaper adverts. The Edinburgh Airport consultation website will be updated with details, as will the Scottish Airspace Modernisation website, the Citizen Space website and the Edinburgh Airport webpage.

Next Steps

8. Next Steps

8.1 Collate and review responses

8.1.1 Following the conclusion of the consultation, the change sponsor must carry out a fair, transparent, and comprehensive review and categorisation of consultation responses. This activity will also include a review of any responses received by either Glasgow Airport or NERL during their consultation, which may be relevant to Edinburgh Airport.



8.2 Categorisation of responses

8.2.1 CAP1616 states that the categorisation of consultation responses is a methodical and careful process that needs to be undertaken rigorously. The change sponsor must review the responses and categorise them into:

- Those that present information that may impact the final airspace change proposal; and,
- Those which do not, including those raising issues which are outside the change sponsor’s control (such as government policy).

8.2.2 We must clearly set out why Edinburgh Airport have categorised each response in a way that demonstrates that the feedback has been heard and understood.

8.2.3 Once the consultation responses have been categorised the sponsor must produce a consultation response document, which should 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.

8.2.4 The CAA will then review a sample of the categorisation to determine whether it has been done fairly. The CAA will check the topics raised in the responses when categorised to ensure they 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.

8.2.5 Edinburgh Airport will then publish the outcome in a consultation response document.

Appendix A – Approach to co-ordinated consultation

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Introduction

09

9.1 Scottish Airspace Modernisation and the Co-ordinated Consultation

Background

9.1.1 The Airspace Change Organising Group (ACOG) was formed in 2019 under the direction of the UK Government Department for Transport (DfT) and Civil Aviation Authority (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.

9.1.2 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. Twenty 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 Air Navigation Service Provider for en route operations, is currently sponsoring seven ACPs to upgrade the route network that sits above 7,000 ft, in busy portions of airspace where there are lots of climbing and descending flights, referred to as Terminal Control Areas (TMAs).

The Airspace Change Masterplan

9.1.3 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 the Government's AMS.

9.1.4 The Masterplan is organised into four regional 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 where there are fewer airports and less complex interdependencies between the airport ACPs.

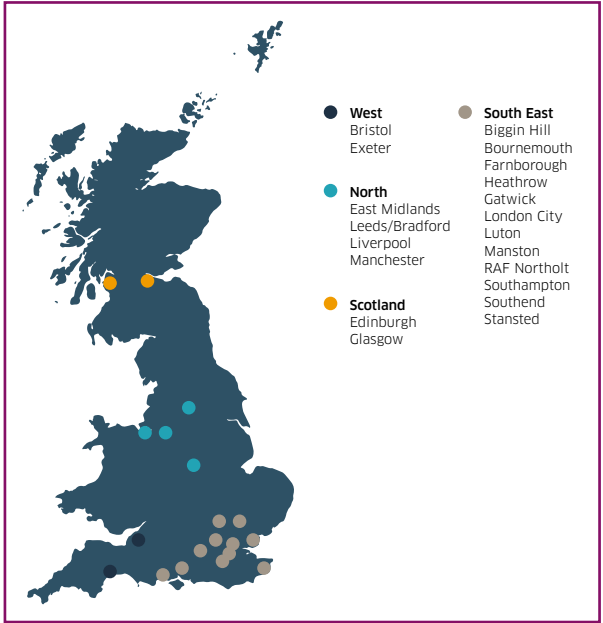


Table 13: Four clusters of the Airspace Change Masterplan and airport sponsored ACPs

Scottish Airspace Modernisation

9.1.5 Edinburgh Airport's ACP forms part of a wider Scottish Airspace Modernisation proposal. This is formed between Edinburgh Airport, Glasgow Airport and NERL EN-route PLC (NERL). Within the Masterplan, the modernisation of Scottish Airspace is referred to as the Scottish Terminal Control Area (ScTMA) cluster however throughout the Consultation materials, Edinburgh Airport will refer to this as 'Scottish Airspace Modernisation'.

9.1.6 Edinburgh Airport and Glasgow Airport are responsible for the modernisation of their departure and arrival routes below 7,000ft and the associated Controlled Airspace. NERL are responsible for connecting these routes into the network airspace, and the wider route network above 7,000ft.

9.1.7 The three ACPs are being progressed independently however there are design interdependencies between the proposals i.e. a change to Edinburgh Airport's design may result in a knock-on change for NERL and/or Glasgow Airport.

9.1.8 This means that Edinburgh Airport, Glasgow Airport and NERL, coordinated by ACOG, have worked closely together to develop the Scottish Airspace Modernisation proposal.

9.1.9 It also means that for some stakeholders a coordinated approach to consultation has been developed. Within this appendix, Edinburgh Airport provide further details on the approach to the coordinated consultation.

Coordinated approach to consultations/rationale

9.1.10 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.

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

9.1.12 The Scottish cluster of Airspace Change Proposals share limited interdependencies, with no collective impacts below 7,000ft.

9.1.13 ACOG, working with the Edinburgh and Glasgow airports 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.

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

Audience

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 Scottish Airspace ACPs has been drawn from the sponsors' Full Options Appraisals.

The Scottish Airspace 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.

Approach

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

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

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

All common Scottish Airspace Modernisation 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 Scottish Airspace Modernisation 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

The CAP1616 process guidance explains that the accepted standard for the duration of a consultation exercise is 12 weeks. Edinburgh, Glasgow Airport and NERL will give an additional 2 weeks to cover the festive period and have considered the following points in coordinating their consultation timelines:

- Any major holidays 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.

9.1.5

Further detail around the execution of these principles can be found within this document and ACOG's ScTMA Cluster Coordinated Consultations Framework document.

9.2 Purpose of Appendix A

9.2.1 The purpose of this document is to present the details of the co-ordinated consultation only.

9.2.2 As described in Section 9.1 there are elements of the proposals which are individual to each of the sponsors, NERL, Edinburgh Airport and Glasgow Airport and there are elements which are co-ordinated.

9.2.3 Appendix A is not a full consultation strategy and is not intended to be read as such. Elements of the co-ordinated consultation which are relevant to both the sponsor's individual consultation and the coordinated elements (such as late responses, contingency plans etc) are contained within the main body of the Edinburgh Airport Consultation Strategy.

Audience

10

10.1 Identifying the co-ordinated consultation audience

10.1.1 As stated in the introduction, there are 3 sponsors conducting simultaneous consultations in Scotland: Edinburgh Airport, Glasgow Airport and NERL.

10.1.2 These sponsors carried out a stakeholder mapping exercise to identify all stakeholders who may be affected by either all 3 proposals, or a combination of 2 proposals (e.g. Edinburgh and Glasgow but not NERL or Edinburgh and NERL, but not Glasgow).

10.1.3 This exercise started by categorising the stakeholders into the following groups.

Aviation Industry Stakeholders

- Airlines
- ANSPs (Air Navigation Service Providers)
- Airports
- NATMAC (National Air Traffic Management Advisory Committee)
- General Aviation
- Military

Non-Aviation Industry Stakeholders

- Political
- Environment
- Seldom Heard
- Business

General Public

10.1.4 Air Navigation Guidance 2017¹² (ANG17) requires airports to consider the impacts of airspace change proposals, in particular noise up to 7,000ft. At and above 7,000ft, noise is no longer a priority, instead the focus is on carbon and emissions.

10.1.5 As stated in the ACOG Masterplan Iteration 3 (Scotland), the NERL led proposal is to upgrade the route network above 7,000ft and Edinburgh and Glasgow Airports are re-designing the departure and arrival routes that serve their operations up to 7,000ft.

10.1.6 As there are no cumulative impacts for people on the ground from the Edinburgh and Glasgow proposals, there are no combined consultation events between the airports when targeting the public for consultation.

10.1.7 NERL proposals are dealing with the airspace above 7,000ft, where noise is no longer a priority, consequently the NERL stakeholders are an identified audience from primarily within the aviation industry. However, NERL will welcome a response from any individual or organisation.

10.1.8 The list of stakeholders is available at Appendix B.

10.2 Information needs of the co-ordinated consultation audience

10.2.1 As part of the co-ordinated consultation with Glasgow Airport and NERL, Edinburgh Airport has worked with the other sponsors to understand the varying information needs of the coordinated stakeholders. The aviation industry and non-aviation industry stakeholders listed in Appendix B, make up the co-ordinated consultation audience. These are the stakeholders who will have an interest in all 3 Airspace Change Proposal, or a combination of two.

10.2.3 To ensure these stakeholders can participate in all relevant consultations in a meaningful way, Edinburgh Airport, Glasgow Airport and NERL have worked together to ensure that an appropriate method of informing these stakeholders about each consultation has been adopted. More information on this method of consultation for the co-ordinated aviation industry stakeholders can be found in section 11.4

¹² Air Navigation Guidance 2017

Approach

11.1 Notification of co-ordinated consultees

11.1.1 Each sponsor has responsibility for a different stakeholder group and any online correspondence will be agreed by the relevant sponsors prior to distribution. The correspondence will contain the branding of all sponsors.

Table 14: Division of co-ordinated consultee correspondence responsibility			
Stakeholder Group		Responsible for contacting	Additional Information
Aviation Industry	Airlines	NERL Edinburgh/Glasgow	NERL will lead communications with the coordinated aviation industry stakeholders listed in Appendix B. Aviation stakeholders who are combined Edinburgh & Glasgow stakeholders will be contacted by Glasgow Airport. Aviation stakeholders who are not combined will be contacted by the relevant sponsor.
	Airports/Airfields		
	NATMAC		
	General Aviation		
	Military		
Non-Aviation Industry	MPs/MSPs	Edinburgh	Edinburgh Airport will communicate directly with the MPs & MSPs who form part of their stakeholder list and on behalf of the NERL MPs/ MSPs which are shared. Glasgow Airport will communicate directly with the MPs & MSPs who form part of their stakeholder list and on behalf of the NERL MPs/ MSPs which are shared. NERL will communicate directly with the relevant MPs & MSPs who are outside of the Edinburgh & Glasgow ACP impacted areas.
		Glasgow	
		NERL	
	Local Councils/Wards	Individual sponsors	
	Environment		
	Seldom-Heard Groups		
	Business		
	General Public		

11.1.2 The co-ordinated consultees will be notified by email following a successful result at the CONSULT gateway. This email will provide a brief overview of the co-ordinated consultation, including background on the individual sponsors' consultations and the start and end dates of the consultation. Information on how Edinburgh Airport will notify its individual consultees, is available at of this document.

11.1.3 Elements of planned co-ordinated consultation activity are due to take place in the opening weeks of the consultation, referred to as the Consultation Start Period, and some stakeholders will be emailed prior to the start of the consultation inviting them to participate in bespoke webinars with all 3 sponsors. Further information on the stakeholders who will be invited is available at Table 3.

11.1.4 At the start of the consultation, which will run for 14 weeks from 00:01hrs on 20th October 2025 – 23:59hrs on 25th January 2026, the coordinated consultees identified in Appendix B will be emailed informing them that the consultation has opened and provide them with a link to the Scottish Airspace Modernisation website, which will contain further information on the co-ordinated consultation and links to each of the sponsors' individual sites.

11.1.5 Further details on how coordinated stakeholders will be reached is available as part of the Edinburgh only approach in **Appendix A**.

11.2 Co-ordinated consultation awareness

Coordinated Consultation Communications Working Group

11.2.1 The sponsors, Edinburgh Airport, Glasgow Airport and NERL have established co-ordinated consultation and communication working groups which are responsible for ensuring the consultation strategy is delivered in a coherent and efficient manner. This group will continue to meet throughout the ACP period to align stakeholder communications and engagement by:

- Developing common consultation communication collateral
- Agreeing information dissemination, such as social media releases, press releases, and engagement/consultation plans for joint stakeholders
- Co-ordinating communications with shared audiences as outlined in the sponsors consultation strategies

Scottish Airspace Modernisation Website, Social Media & Press Releases

11.2.2 The co-ordinated consultation sponsors have established a website, **www.scottishairsapacemodernisation.co.uk** which will be the lead website for all 3 ACPs. This site will contain background information on the following subjects:

- Airspace Modernisation Strategy
- ACOG and the Masterplan Iteration 3 (Scotland)
- CAP1616 process and the timescales
- Introduction to the three consultations and how they are aligned

11.2.3 All consultees will be directed to the Scottish Airspace Modernisation website in the first instance. The Scottish Airspace Modernisation website will contain links to the individual sponsor consultation websites and for consultees who are unsure which consultation is most applicable to them; the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.

11.2.4 Further information on the layout of the Scottish Airspace Modernisation website is at section 11.4

11.2.5 The consultee will be suggested the most appropriate proposal(s) to look at however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to any consultation.

11.2.6 The co-ordinated consultation will use press releases to inform media of the consultation. All releases will provide a summary of the proposals and direct interested parties to the Scottish Airspace Modernisation website. Where co-ordination is required, this will be managed by the co-ordinated consultation and communication working groups referenced in paragraph 11.2.1

11.2.7 The co-ordinated consultation will use existing individual social media outlets; Facebook, X and LinkedIn to provide a brief outline of the consultation and direct interested parties to the Scottish Airspace Modernisation website. Each sponsor will be responsible for posting on their individual social media sites, however the post will be co-ordinated and agreed by the co-ordinated consultation and communication working group prior to posting.

11.2.8 Edinburgh and Glasgow Airports will also place paid adverts on their individual social media sites at certain times during the consultation period, to promote the consultation and ensure consultees are aware of the consultation end date. Links will take consultees to the Scottish Airspace Modernisation website. Further details on when social media will be used are available in **Appendix C – Communications/Activities Plan**.

11.2.9 Edinburgh and Glasgow Airports will use adverts in local newspapers to reach consultees who may not use social media or have online access. For details on the local Edinburgh newspapers please see paragraph 5.3.9 and Table 8 of the Edinburgh Consultation Strategy.

11.3 Communications/Activities Plan

11.3.1 CAP1616 suggests that consultations which will have higher impacts and require a wide range of communication activity should have a communications plan¹³.

11.3.2 Edinburgh Airport has created a communications/activity plan to cover the relevant aspects of the co-ordinated consultation and the individual Edinburgh Airport consultation activities. This is available at **Appendix C**.

11.4 Methods of co-ordinated consultation

Scottish Airspace Modernisation website

11.4.1 As stated in section 5.3, the co-ordinated consultation sponsors have developed a primary website, www.scottishairsapacemodernisation.co.uk which all consultees will be directed to in the first instance.

11.4.2

This site will contain background information on the following subjects:

- Airspace Modernisation Strategy
- ACOG and the Masterplan Iteration 3 (Scotland)
- CAP1616 process and the timescales
- Introduction to the three consultations and how they are aligned.

11.4.3 Consultees who are familiar with the subject matter, or who are looking to go directly to an individual sponsors' website or Citizen Space, will be able to do so.

11.4.4 For consultees who are unsure which consultation is most applicable to them, the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.

11.4.5 The consultee will be suggested the most appropriate proposal(s) to look at however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to any consultation.

Webinars/online briefings

11.4.6 NERL, Glasgow and Edinburgh airports have identified coordinated consultees who would benefit from a bespoke webinar with all 3 sponsors. These are primarily aviation industry stakeholders.

11.4.7 The 3 sponsors have identified the airlines who utilise the airports and airspace the most and will offer bespoke webinars in the early stages of the consultation period. Webinars will also be offered to members of the adjacent local airports/airfields, the military and General Aviation organisations.

11.4.8 Additional webinars will take place at the mid-point of the consultation period and any stakeholder organisation who wishes for an additional session is free to contact any of the sponsors for arrangements to be made.

11.4.9 Dates for the webinars/online briefings are TBC at this stage. However, the audience will be informed of the sessions and proposed dates/ times prior to the consultation start date, to enable the initial online events to take place in the opening weeks of the consultation.

11.4.10 These webinars will provide an overview of the airspace change and allow stakeholders to ask questions which could inform their feedback. Materials for the aviation industry engagement sessions will be developed between NERL, Edinburgh Airport and Glasgow Airport to provide consistency between presentations.

¹³ CAP1616 f Page 56, paragraph 4.39

Table 15: Co-ordinated consultation webinar/online briefing information		
Webinar Number	Audience	Date (TBC at this stage)
1-8	Airlines (specific)	Consultation start-period
9	Airlines (open to all)	Consultation start-period
10	General Aviation (specific)	Consultation start-period
11	Airports	Consultation start-period
12	Aviation stakeholders (open to all)	Consultation start-period
13	Military	Consultation start-period
14	Aviation stakeholders (open to all)	Consultation mid-period
15	Airlines (open to all)	Consultation mid-period

MP and MSP drop-in events

11.4.11 For political stakeholders, Edinburgh and Glasgow Airports will hold separate consultation events for their relevant MPs and MSPs but will co-ordinate with NERL. Details of which MPs and MSPs are co-ordinated between Edinburgh and NERL can be found in the stakeholder list at **Appendix B**.

11.4.12 An email with a written brief will be issued prior to consultation launch and will invite MPs and MSPs to attend drop-in sessions. These events will be held in the opening weeks of the consultation and take place at both Holyrood and Westminster.

11.4.13 Edinburgh Airport and Glasgow Airport will de-conflict their sessions, to ensure they are not held on the same day.

Public drop-in events

11.4.14 As stated in paragraph 10.1.6 there are no cumulative impacts for the public below 7,000ft from the Edinburgh and Glasgow airport proposals, therefore there will be no combined public drop-in events hosted by the airports. Members of NERL will be invited to attend the Edinburgh Airport consultation public drop-in events, to be on hand to answer any questions.

Individual briefings

11.4.15 Individual briefings will be arranged on a case-by-case basis, as and when the request is made to any one of the three sponsors. Depending on the request, the other sponsors will be informed and, if appropriate, invited.

Use of Intermediaries

11.4.16 The co-ordinated consultation sponsors intend to use aviation industry intermediaries, such as NATMAC members and General Aviation organisations to help publicise the consultation, within their organisations only. Edinburgh Airport do not expect any intermediaries to take on the role of educating their organisation members about the details of the proposals.

11.4.17 The co-ordinated sponsor responsible for the correspondence with the aviation industry organisation will ensure that emails are clear where Edinburgh Airport are happy for the information to be disseminated to members.

11.5 Responding to the consultation

Directing co-ordinated consultees

11.5.1 Consultees for the co-ordinated consultation will be directed to the co-ordinated consultation Scottish Airspace Modernisation website in the first instance.

11.5.2 From there, they will find links to each of the sponsors' individual consultation websites and to the sponsors' individual Citizen Space websites, where the online surveys are hosted. There is not a single Citizen Space website for all 3 consultations.

11.5.3 For consultees who are unsure which consultation is most applicable to them, the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.

11.5.4 The consultee will be suggested the most appropriate proposal(s) to look at however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to any consultation.

11.5.5 On completion of a consultation response, consultees will be provided with a link returning them to the co-ordinated consultation Scottish Airspace Modernisation website, where they can easily access another consultation if they wish to.

11.6 Encouraging Responses

11.6.1 The co-ordinated sponsors will utilise press releases, individual social media sites, and, where appropriate, newspaper adverts, to advertise the consultation prior to the start and during the consultation period to encourage responses from stakeholders.

11.6.2 The coordinated stakeholders and individual sponsor stakeholders will be emailed at consultation launch, at the mid-point and approximately 2 weeks prior to consultation close.

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

11.7 Timetable of consultation activities

11.7.1 For a timetable of both the co-ordinated elements of the consultation and Edinburgh Airport's own consultation elements, please see Appendix C – Communications/Activities plan.

Materials

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12.1 Co-ordinated consultation information

12.1.1 Information on the co-ordinated consultation will be available on co-ordinated consultation website, www.scottishairspacemodernisation.co.uk and on individual sponsors' consultation websites.

12.1.2 Several documents have been produced by ACOG to support Scottish Airspace Modernisation specifically, and the wider UK airspace modernisation programme. These include:

- ScTMA Cluster Coordinated Consultations Framework
- Description of the proposed system-wide design for the Scottish (ScTMA) Cluster of the Airspace Change Masterplan
- Cumulative Analysis Framework (CAF) 1
- CAF2 – (this includes a Controlled Airspace commentary)

12.1.3 Once published, these documents will be available via links from the Scottish Airspace Modernisation website.

12.2 Combined consultation tools

12.2.1 For consultees who are unsure which consultation is most applicable to them, the Scottish Airspace Modernisation website will offer guidance based on their interest and/or geographical location.

12.2.2 The consultee will be suggested the most appropriate proposal(s) to look at however in all cases, they will be provided with links to all three ACPs and they are welcome to respond to 1, 2 or all 3 consultations.

Appendix B – Stakeholders List

13

Airlines						
Organisation Name	Audience			Additional Comments	Co-ordinated	Sponsors
	Stage 1	Stage 2	Stage 3			
Aegean Airlines	N	N	Y		Y	EDI/ NERL
Aer Lingus	Y	Y	Y		Y	GLA / EDI / NERL
Air Canada	N	N	Y		Y	GLA / EDI / NERL
Air France	N	N	Y		Y	EDI/ NERL
Air Transat	N	N	Y		Y	GLA / EDI / NERL
American Airlines	N	N	Y		Y	GLA / EDI/ NERL
Atlantic Airways	Y	Y	Y		Y	EDI/ NERL
Aurigny	N	N	Y		Y	EDI/ NERL
Austrian Airlines	N	N	Y		Y	EDI/ NERL
BA City Flier	Y	Y	Y		Y	EDI/ NERL
Balkan Holidays	N	N	Y		Y	EDI/ NERL
British Airways	Y	Y	Y		Y	GLA / EDI / NERL
Brussels Airlines	N	N	Y		Y	EDI/ NERL
Delta	N	N	Y		Y	GLA / EDI / NERL
Eastern Airways	N	N	Y		Y	GLA / EDI / NERL
EasyJet	Y	Y	Y		Y	GLA / EDI / NERL
Edelweiss Air	N	N	Y		Y	EDI/ NERL
Emirates	Y	Y	Y		Y	GLA / EDI / NERL
Eurowings	N	N	Y		Y	EDI/ NERL

Finnair	N	N	Y		Y	EDI/ NERL
Flybe*	Y	N	N	no longer trading	Y	GLA / EDI / NERL
Hainan Airlines	N	N	Y		Y	EDI/ NERL
Iberia Express	N	N	Y		Y	EDI/ NERL
Jet2	Y	Y	Y		Y	GLA / EDI / NERL
JetBlue	N	N	Y		Y	EDI/ NERL
KLM	Y	Y	Y		Y	GLA / EDI / NERL
Loganair	Y	Y	Y		Y	GLA / EDI / NERL
Lufthansa	N	N	Y		Y	GLA / EDI / NERL
Norwegian	N	N	Y		Y	EDI/ NERL
Pegasus	N	N	Y		Y	EDI/ NERL
Qatar Airways	Y	Y	Y		Y	EDI/ NERL
Ryanair	Y	Y	Y		Y	GLA / EDI / NERL
SAS Scandinavian	N	N	Y		Y	EDI/ NERL
SunExpress	N	N	Y		Y	EDI/ NERL
Transavia France	N	N	Y		Y	EDI/ NERL
TUI	N	N	Y		Y	GLA / EDI / NERL
Turkish Airlines	N	N	Y		Y	EDI/ NERL
United	N	N	Y		Y	GLA / EDI / NERL
Vueling	N	N	Y		Y	EDI/ NERL
Virgin Atlantic	N	N	Y		Y	GLA / EDI / NERL
Westjet	N	N	Y		Y	GLA / EDI / NERL

Aviation Industry						
Organisation Name	Audience			Additional Comments	Co-ordin-ated	Sponsors
	Stage 1	Stage 2	Stage 3			
ABTA – The Travel Association	N	N	Y		Y	EDI/ GLA
ANSL – Air Navigation Services Ltd Edinburgh	Y	Y	Y		Y	EDI / NERL
Menzies Aviation	Y	Y	Y		Y	EDI/ GLA
NERL	Y	Y	Y		Y	EDI/ GLA
Prestwick Centre (NERL)	Y	Y	Y		Y	EDI/ GLA
Scottish Passenger Agents' Association	N	N	Y		Y	EDI/ GLA
Scottish Aeronautics & Rocketry Association (SARA)	N	N	Y		Y	EDI/ GLA/ NERL
Signature Flight Support	Y	Y	Y		Y	EDI/ GLA/ NERL
Swissport	Y	Y	Y		Y	EDI/ GLA
Transport Scotland	Y	Y	Y		Y	EDI/ GLA
Worldwide Flight Services	Y	Y	Y		N	EDI

Airports and Airfields						
Organisation Name	Audience			Additional Comments	Co-ordin-ated	Sponsors
	Stage 1	Stage 2	Stage 3			
Aberdeen Airport	Y	Y	Y		Y	EDI/ GLA/ NERL
Cumbernauld Airport	Y	Y	Y		Y	EDI/ GLA/ NERL
Glasgow Airport	Y	Y	Y		Y	EDI/ NERL
Prestwick Airport	Y	Y	Y		Y	EDI/ GLA/ NERL
Strathaven Airfield	N	N	Y		Y	EDI/ GLA/ NERL
Dundee Airport	Y	Y	Y		Y	EDI/ NERL
Kirknewton	Y	Y	Y		Y	EDI/ NERL
Fife/Glenrothes	Y	Y	Y		Y	EDI/ NERL
East Fortune	Y	Y	Y		Y	EDI/NERL

NATMAC ¹						
Organisation Name	Audience			Additional Comments	Co-ordin-ated	Sponsors
	Stage 1	Stage 2	Stage 3			
Airlines UK	N	N	Y		Y	GLA / EDI / NERL
Airspace Change Organising Group (ACOG)	N	Y	Y		Y	GLA / EDI / NERL
Association of Remotely Piloted Aircraft Systems	Y	Y	Y		Y	GLA / EDI / NERL
Airfield Operators' Group (AOG)	Y	Y	Y		Y	GLA / EDI / NERL
Airports UK	Y	Y	Y		Y	GLA / EDI / NERL
Aircraft Owners and Pilots Association	Y	Y	Y		Y	GLA / EDI / NERL
Aviation Environment Federation	Y	Y	Y		Y	GLA / EDI / NERL
British Airways	Y	Y	Y		Y	GLA / EDI / NERL
BAe Systems	N	N	Y		Y	GLA / EDI / NERL
British Airline Pilots Association	Y	Y	Y		Y	GLA / EDI / NERL
British Balloon and Airship Club	Y	Y	Y		Y	GLA / EDI / NERL
British Business and General Aviation Association	Y	Y	Y		Y	GLA / EDI / NERL
British Gliding Association	Y	Y	Y		Y	GLA / EDI / NERL
British Helicopter Association	Y	Y	Y		Y	GLA / EDI / NERL

British Hang Gliding and Paragliding Association	Y	Y	Y		Y	GLA / EDI / NERL
British Microlight Aircraft Association	Y	Y	Y		Y	GLA / EDI / NERL
British Skydiving	N	N	Y		Y	GLA / EDI / NERL
Drone Major	N	N	Y		Y	GLA / EDI / NERL
General Aviation Alliance	Y	Y	Y		Y	GLA / EDI / NERL
Guild of Air Traffic Control Officers	Y	Y	Y		Y	GLA / EDI / NERL
Honourable Company of Air Pilots	N	N	Y		Y	GLA / EDI / NERL
Helicopter Club of Great Britain	N	N	Y		Y	GLA / EDI / NERL
Isle of Man CAA	N	N	Y		Y	GLA / EDI / NERL
Light Aircraft Association	Y	Y	Y		Y	GLA / EDI / NERL
Low Fare Airlines	N	N	Y		Y	GLA / EDI / NERL
Military Aviation Authority	Y	Y	Y		Y	GLA / EDI / NERL
Ministry of Defence	Y	Y	Y		Y	GLA / EDI / NERL
National Air Traffic Services	Y	Y	Y		Y	GLA / EDI / NERL
Navy Command HQ	N	N	Y		Y	GLA / EDI / NERL
PPL/IR	N	N	Y		Y	GLA / EDI / NERL
UK Airprox Board	N	N	Y		Y	GLA / EDI / NERL

United Kingdom Flight Safety Committee	N	N	Y		Y	GLA / EDI / NERL
USAFE	N	N	Y		Y	GLA / EDI / NERL
Heavy Airlines	N	N	N	No longer NATMAC Member	Y	GLA / EDI / NERL

General Aviation						
Organisation Name	Audience			Additional Comments	Co-ordin-ated	Sponsors
	Stage 1	Stage 2	Stage 3			
Airspace4All	Y	Y	Y		N	EDI
British International Freight Association	Y	Y	Y		N	EDI
British Parachute Association	Y	Y	Y		N	EDI
East of Scotland Microlights	Y	Y	Y		N	EDI
Scottish Gliding Centre	Y	Y	Y		N	EDI
Skydive St Andrews	Y	Y	Y		N	EDI
Tayside Aviation	Y	Y	Y		N	EDI
NHS Forth Valley	Y	Y	Y		Y	EDI/ GLA
Police Scotland	N	N	Y		Y	EDI/ GLA
Scotland's Charity Air Ambulance	N	N	Y		Y	EDI/ GLA
Scottish Ambulance Service	N	N	Y		Y	EDI/ GLA
Scottish Mountain Rescue	N	N	Y		Y	EDI/ GLA
RAF Glider Squadron Kirknewton	Y	Y	Y		N	EDI
Kirknewton Flying Group	Y	Y	Y		N	EDI

Seldom Heard					
Organisation Name	Audience			Additional Comments	Co-ordin-ated
	Stage 1	Stage 2	Stage 3		
Scottish Association for Mental Health	Y	Y	Y		Individual approaches, consider co-ordinated approach to briefings/ meetings only on a case-by-case basis
Disability and Equality Scotland	N	N	Y		
Edinburgh Voluntary Organisations Council	N	N	Y		
Edinburgh Volunteer Centre	N	N	Y		
BEMIS	N	N	Y		
British Association of Social Workers	N	N	Y		
CEMVO	N	N	Y		
Council for Voluntary Sector (Falkirk)	N	N	Y		
Engender	N	N	Y		
Scottish Autism	N	N	Y		

Age Scotland	N	N	Y	Added at Stage 3	Individual approaches, consider co-ordinated approach to briefings/ meetings only on a case-by-case basis
Age Concern Scotland	N	N	Y	Added at Stage 3	
ENABLE Scotland	N	N	Y	Added at Stage 3	
SHARE Scotland	N	N	Y	Added at Stage 3	
Capability Scotland	N	N	Y	Added at Stage 3	
Visibility Scotland	N	N	Y	Added at Stage 3	
Sight Scotland	N	N	Y	Added at Stage 3	
RNIB Scotland	Y	Y	Y		
Macular Society	N	N	Y	Added at Stage 3	
Deaf Action	N	N	Y	Added at Stage 3	
RNID Scotland	N	N	Y	Added at Stage 3	
Fife Centre For Equalities	N	N	Y		
Fife College	N	N	Y		

Business Groups					
Organisation Name	Audience			Additional Comments	Co-ordinated
	Stage 1	Stage 2	Stage 3		
Visit Scotland	N	N	Y		N
Petrolneos	N	N	Y		N
Babcocks	N	N	Y		N
Unite the Union	N	N	Y		Individual approaches, consider co-ordinated approach to briefings/ meetings only on a case-by-case basis
Prospect Scotland	N	N	Y		
Scottish Canals	N	N	Y		
Aggreko	N	N	Y		
CBI Scotland	N	N	Y		
Diageo	N	N	Y		
Federation of Small Business of Scotland	N	N	Y		
Fedex	N	N	Y		N
Prosper (formerly the Scottish Council for Development and Industry)	N	N	Y		
Edinburgh Chamber of Commerce	Y	Y	Y		
Edinburgh Social Enterprise Network	N	N	Y		
RBS	N	N	Y		N

Scottish Enterprise	N	N	Y		N
Scottish Human Rights Commission	N	N	Y		Individual approaches, consider co-ordinated approach to briefings/ meetings only on a case-by-case basis
Scottish Trade Unions Congress	N	N	Y		N
SPPA	N	N	Y		N
STUC	N	N	Y		N
University of Edinburgh	N	N	Y		N
Heriot Watt University	N	N	Y		N
Forth Valley Chamber	N	N	Y	Added at Stage 3	N
Scottish Hospitality Group	N	N	Y	Added at Stage 3	Individual approaches, consider co-ordinated approach to briefings/ meetings only on a case-by-case basis
UK Hospitality Scotland	N	N	Y	Added at Stage 3	
UKInbound	N	N	Y	Added at Stage 3	
SRUC	Y	Y	Y		N
West Lothian Chamber of Commerce	N	N	Y	Added at Stage 3	N
Fife Chamber of Commerce	N	N	Y	Added at Stage 3	N
Festivals Edinburgh	N	Y	Y		N
Forth Ports	N	Y	Y		N
Winchburgh Estates	N	Y	Y		N
Broxburn and Uphall Trader's Association	Y	Y	Y		N

Royal Mail	Y	Y	Y		N
Walker Group	Y	Y	Y		N
Winchburgh Developments	Y	Y	Y		N

Political						
Organisation Name	Audience			Constit- uency/Region	Co- ordinated	Sponsors
	Stage 1	Stage 2	Stage 3			
Ministerial Email	N	Y	Y		Y	EDI/ GLA/ NERL
SP Constituency			Y			
Melanie Ward MP	N	N	Y	Cowdenbeath and Kirkcaldy	Y	EDI/NERL
Richard Baker MP	N	N	Y	Glenrothes and Mid Fife	Y	EDI/NERL
Graeme Downie MP	N	N	Y	Dunfermline & Dollar	Y	EDI/NERL
Wendy Chamberlain MP	N	N	Y	North East Fife	Y	EDI/NERL
Annabelle Ewing MP	N	N	Y	Cowdenbeath	Y	EDI/NERL
Shirley-Anne Somerville MSP	N	N	Y	Dunfermline	Y	EDI/NERL
David Torrance MSP	N	N	Y	Kirkcaldy	Y	EDI/NERL
Jenny Gilruth MSP	N	N	Y	Mid Fife and Glenrothes	Y	EDI/NERL
Willie Rennie MSP	N	N	Y	North East Fife	Y	EDI/NERL
Murdo Fraser MSP	N	N	Y	Mid Scotland and Fife	Y	EDI/NERL
Alex Rowley MSP	N	N	Y	Mid Scotland and Fife	Y	EDI/NERL
Liz Smith MSP	N	N	Y	Mid Scotland and Fife	Y	EDI/NERL
Claire Baker MSP	N	N	Y	Mid Scotland and Fife	Y	EDI/NERL
Roz McCall MSP	N	N	Y	Mid Scotland and Fife	Y	EDI/NERL
Alexander Stewart MSP	N	N	Y	Mid Scotland and Fife	Y	EDI/NERL
Mark Ruskell MSP	N	N	Y	Mid Scotland and Fife	Y	EDI/NERL

Chris Murray MP	N	N	Y	Edinburgh East and Musselburgh	Y	EDI/NERL
Tracy Gilbert MP	N	N	Y	Edinburgh North and Leith	Y	EDI/NERL
Ian Murray MP	N	N	Y	Edinburgh South	Y	EDI/NERL
Scott Arthur MP	N	N	Y	Edinburgh South West	Y	EDI/NERL
Christine Jardine MP	N	N	Y	Edinburgh West	Y	EDI/NERL
Angus Robertson MSP	N	N	Y	Edinburgh Central	Y	EDI/NERL
Ben Macpherson MSP	N	N	Y	Edinburgh Northern & Leith	Y	EDI/NERL
Ash Regan MSP	N	N	Y	Edinburgh Eastern	Y	EDI/NERL
Gordon MacDonald MSP	N	N	Y	Edinburgh Pentlands	Y	EDI/NERL
Daniel Johnson MSP	N	N	Y	Edinburgh Southern	Y	EDI/NERL
Alex Cole-Hamilton MSP	N	N	Y	Edinburgh Western	Y	EDI/NERL
Jeremy Balfour MSP	N	N	Y	Lothian	Y	EDI/NERL
Miles Briggs MSP	N	N	Y	Lothian	Y	EDI/NERL
Foyso! Choudhury MSP	N	N	Y	Lothian	Y	EDI/NERL
Sarah Boyack MSP	N	N	Y	Lothian	Y	EDI/NERL
Sue Webber MSP	N	N	N	Lothian	Y	EDI/NERL
Lorna Slater MSP	N	N		Lothian	Y	EDI/NERL
Alison Johnstone MSP	N	N		Lothian	Y	EDI/NERL
Euan Stainbank MP	N	N		Falkirk	Y	EDI/NERL

Michelle Thomson MSP	N	N		Falkirk East	Y	EDI/NERL
Michael Matheson MSP	N	N		Falkirk West	Y	EDI/NERL
Richard Leonard MSP	N	N		Central Scotland	Y	EDI/NERL
Monica Lennon MSP	N	N		Central Scotland	Y	EDI/NERL
Mark Griffin MSP	N	N		Central Scotland	Y	EDI/NERL
Stephen Kerr MSP	N	N		Central Scotland	Y	EDI/NERL
Graham Simpson MSP	N	N		Central Scotland	Y	EDI/NERL
Meghan Gallacher MSP	N	N		Central Scotland	Y	EDI/NERL
Gillian Mackay MSP	N	N		Central Scotland	Y	EDI/NERL
Kirsty McNeill MP	N	N		Midlothian	Y	EDI/NERL
John Lamont MP	N	N		Berwickshire, Roxburgh and Selkirk	Y	EDI/NERL
Colin Beattie MSP	N	N		Midlothian North and Musselburgh	Y	EDI/NERL
Christine Grahame MSP	N	N		Midlothian South, Tweeddale and Lauderdale	Y	EDI/NERL
Rachael Hamilton MSP	N	N		Ettrick, Roxburgh and Berwickshire	Y	EDI/NERL
Colin Smyth MSP	N	N		South Scotland	Y	EDI/NERL
Emma Harper MSP	N	N		South Scotland	Y	EDI/NERL
Sharon Dowey MSP	N	N		South Scotland	Y	EDI/NERL
Brian Whittle MSP	N	N		South Scotland	Y	EDI/NERL

Craig Hoy MSP	N	N		South Scotland	Y	EDI/NERL
Martin Whitfield MSP	N	N		South Scotland	Y	EDI/NERL
Carol Mochan MSP	N	N		South Scotland	Y	EDI/NERL
Paul McLennan MSP	N	N		East Lothian	Y	EDI/NERL
Kirsteen Sullivan MP	N	N		Bathgate and Linlithgow	Y	EDI/NERL
Gregor Poynton MP	N	N		Livingston	Y	EDI/NERL
Angela Constance MSP	N	N		Almond Valley	Y	EDI/NERL
Fiona Hyslop MSP	N	N		Linlithgow	Y	EDI/NERL
City of Edinburgh Council	Y	Y			N	EDI
Fife Council	Y	Y			N	EDI
East Lothian Council	N	N			N	EDI
West Lothian Council	Y	Y			N	EDI
Falkirk Council	N	N			N	EDI
Midlothian Council	N	N			N	EDI
Scottish Borders Council	N	N			N	EDI

Community						
Community Council	Engaged			Additional Comments	Co-ordinated	Sponsors
	Stage 1	Stage 2	Stage 3			
Cramond and Barnton Community Council	N	Y	Y		Y	EDI
Ratho Community Council	N	Y	Y		Y	EDI
Broxburn Community Council	N	Y	Y		Y	EDI
Kirkliston Community Council	N	Y	Y		Y	EDI
Balerno Community Council	N	Y	Y		Y	EDI
Pumpherstoun Community Council	N	Y	Y		Y	EDI
South Queensferry Community Council	N	Y	Y		Y	EDI
North Queensferry Community Council	N	Y	Y		Y	EDI
Uphall Community Council	N	Y	Y		Y	EDI
Dechmont Community Council	N	Y	Y		Y	EDI
Ecclesmachin Community Council	N	Y	Y		Y	EDI

West Lothian Joint Forum of Community Councils	N	Y	Y		Y	EDI
Aberdour Community Council	N	Y	Y		Y	EDI
Bathgate Community Council	N	Y	Y		Y	EDI
Blackness Area Community Council	N	Y	Y		Y	EDI
Blackness Community Council	N	Y	Y		Y	EDI
Charlestown, Limekilns and Pattiesmuir Community Council	N	Y	Y		Y	EDI
Colinton Community Council	N	Y	Y		Y	EDI
Craigentinny/ Meadowbank Community Council	N	Y	Y		Y	EDI
Dalgety Bay and Hillend Community Council	N	Y	Y		Y	EDI
Dalkeith and District Community Council	N	Y	Y		Y	EDI
Drum Brae Community Council	N	Y	Y		Y	EDI
Elie and The Royal Burgh of Earlsferry Community Council	N	Y	Y		Y	EDI

Fairmilehead Community Council	N	Y	Y		Y	EDI
Gullane Area Community Council	N	Y	Y		Y	EDI
Kirknewton Community Council	N	Y	Y		Y	EDI
Linlithgow and Linlithgow Bridge Community Council	N	Y	Y		Y	EDI
Lochgelly Community Council	N	Y	Y		Y	EDI
Low Valleyfield Community Council	N	Y	Y		Y	EDI
Murieston Community Council	N	Y	Y		Y	EDI
Pencaitland Community Council	N	Y	Y		Y	EDI
Royal Burgh of Burntisland Community Council	N	Y	Y		Y	EDI
Royal Burgh of Kinghorn Community Council	N	Y	Y		Y	EDI
Sighthill/ Broomhouse and Parkhead Community Council	N	Y	Y		Y	EDI
Kemback, Pitscottie & Blebo Community Council	N	N	Y		Y	EDI

Largo Area Community Council	N	N	Y		Y	EDI
St Monans & Abercrombie Community Council	N	N	Y		Y	EDI
Royal Burgh of Kilrenny, Anstruther and Cellardyke Community Council	N	N	Y		Y	EDI
Aberdour Community Council	N	N	Y		Y	EDI
Crossgates & Mossgreen Community Council	N	N	Y		Y	EDI
Central Dunfermline Community Council	N	N	Y		Y	EDI
South Dunfermline Community Council	N	N	Y		Y	EDI
Rosyth Community Council	N	N	Y		Y	EDI
Bellsquarry & Adamrae Community Council	N	N	Y		Y	EDI
Carmondean & Deans Community Council	N	N	Y		Y	EDI
Craigshill Community Council	N	N	Y			EDI
Dedridge Community Council	N	N	Y			EDI

Eliburn Community Council	N	N	Y			EDI
Knightsridge Community Council	N	N	Y			EDI
Ladywell Community Council	N	N	Y			EDI
Livingston Village Community Council	N	N	Y			EDI
Murieston Community Council	N	N	Y			EDI
Armadale Community Council	N	N	Y			EDI
Whitburn Community Council	N	N	Y			EDI
Fauldhouse Community Council	N	N	Y			EDI
West Calder & Harburn Community Council	N	N	Y			EDI
East Calder & District Community Council	N	N	Y			EDI
West Linton Community Council	N	N	Y			EDI
Peebles & District Community Council	N	N	Y			EDI
Ratho & District Community Council	N	N	Y			EDI

Ratho & District Community Council	N	N	Y			EDI
Corstorphine Community Council	N	N	Y			EDI
Muirhouse & Salvesen Community Council	N	N	Y			EDI
Musselburgh & Inveresk Community Council	N	N	Y			EDI
Wallyford Community Council	N	N	Y			EDI
Prestonpans Community Council	N	N	Y			EDI
Tranent & Elphinstone Community Council	N	N	Y			EDI
Mayfield & Easthouses Community Council	N	N	Y			EDI
Gorebridge Community Council	N	N	Y			EDI
Moorfoot Community Council	N	N	Y			EDI
Innerleithen Community Trust	N	N	Y			EDI
Cramond Association	N	N	Y	Added at Stage 3		EDI

Environmental					
Organisation Name	Engaged			Additional Comments	Co-ordinated
	Stage 1	Stage 2	Stage 3		
Environmental Protection Scotland	Y	Y	Y		Individual approaches, consider co-ordinated approach to briefings/ meetings only on a case-by-case basis
Friends of the Earth	Y	Y	Y		
National Trust for Scotland	Y	Y	Y		
Nature Scot (formerly Scottish Natural Heritage)	Y	Y	Y		
Royal Society for the Protection of Birds	Y	N	N		
Scottish Countryside Alliance	N	N	Y		
Scottish Environment Link	N	N	Y		
Scottish Wildlife Trust	N	N	Y		
SEPA	N	N	Y		
RenewableUK	N	N	Y	Added at Stage 3	
Wind2	N	N	Y	Added at Stage 3	
OnWARD 2030	N	N	Y	Added at Stage 3	
SESTRAN	N	N	Y	Added at Stage 3	
Edinburgh Airport Noise Advisory Board	Y	Y	Y		
Edinburgh Airport Watch	Y	Y	Y		

Environmental Health at Fife Council	Y	Y	Y		Individual approaches, consider co-ordinated approach to briefings/ meetings only on a case-by-case basis
Extinction Rebellion	Y	Y	Y		
Historic Environment Scotland (HES)	Y	Y	Y		

¹ Based on the list provided by the CAA in April 2024, will be subject to final check prior to consultation

Appendix C - Consultation Communications and Activities Plan



Table ?

Date ¹	Audience	Channel	Details
Pre-Consultation Period (20 September – 20 October 2025)			
TBC	Edinburgh Stakeholders/Coordinated Aviation Industry Consultees	Email	Consultation overview & webinar dates
TBC	MPs/MSPs	Email	Consultation overview & invitation to drop-in sessions
TBC	All consultees	Press Release	Joint press release with NERL & Glasgow
TBC	All consultees	Social media	Information on upcoming consultation
Consultation Start Period (20 October – 2 November 2025)			
TBC	All consultees	Scottish Airspace Modernisation website, Edinburgh Airport Consultation website & Citizen Space	Websites go live
TBC	Co-ordinated stakeholders	Email	Consultation opening
TBC	Edinburgh Stakeholders/ Coordinated Aviation Industry & Additional Consultees	Email	Consultation opening
TBC	All consultees	Social media posts, newspaper adverts	
TBC	All consultees	Leaflets/Posters	Leaflets distributed and posters displayed
TBC	Airport Passengers	Airport installation and notifications	Install signs and display business cards at the Airport; notify business contacts

¹ All dates are TBC at the time of submission, as they are dependent on a successful gateway

TBC	MPs/MSPs	In-person drop in events	Co-ordinated with NERL, dates/times TBC post gateway
TBC	Co-ordinated Airline/GA/Military/Airport stakeholders	Webinars	Co-ordinated consultation events with NERL & Glasgow
TBC	Edinburgh Airport Consultees	In-person drop in event	Locations & timings TBC post gateway
TBC	Edinburgh Airport Consultees	Webinars	Dates/Times TBC post gateway
Consultation Mid Period (3 November 2025 – 12 January 2026)			
TBC	All Co-ordinated consultees, Edinburgh Stakeholders	Email	Mid-point reminder email
TBC	All consultees	Press release	Mid-point joint reminder
TBC	All consultees	Social media, newspaper adverts	Mid-point reminder posts
TBC	Co-ordinated Airline Stakeholders	Webinar	Open to all airline session with NERL & Glasgow
TBC	Co-ordinated Aviation Stakeholders	Webinar	Open to all GA session with NERL & Glasgow
TBC	Edinburgh Airport Consultees	In-person drop in event	Locations & timings TBC post gateway
TBC	Edinburgh Airport Consultees	Webinars	Dates/Times TBC post gateway
Consultation End Period (12 – 25 January 2026)			
TBC	Edinburgh Airport Consultees	In-person drop in event	Locations & timings TBC post gateway
TBC	Edinburgh Airport Consultees	Webinars	Dates/Times TBC post gateway
TBC	All consultees	Press release	Joint with NERL & Glasgow

w/c 12 January 2026	All co-ordinated consultees, Edinburgh Stakeholders	Email	2 weeks to consultation close
w/c 12 January 2026	All consultees	Social media, newspaper adverts	2 weeks to consultation
25 January 2026	Edinburgh Stakeholders	Webinar	Open to all airline session with NERL & Glasgow
25 January 2026	All Coordinated Stakeholders, Edinburgh Stakeholders	Email	Consultation Close email



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