

Consultation Summary Document



Edinburgh Airport 

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Help shape the skies above Scotland

1. Introduction

1.1 Edinburgh Airport is consulting on an Airspace Change Proposal to modernise its arrival and departure routes and the surrounding airspace. This forms part of a wider Scottish Airspace Modernisation proposal.

We want to hear your views. Find out more in this summary document.

2. Why are we changing the airspace around Edinburgh Airport?

2.1 Airspace Modernisation and the Masterplan

2.1.1 The UK’s airspace is being upgraded as part of the UK Government’s Airspace Modernisation Strategy (AMS). Eighteen UK airports are undertaking airspace changes to modernise their routes below 7,000ft, and NATS En-route Ltd (NERL), the UK’s licensed Air Navigation Service Provider for en-route operations, is modernising the route network that sits above 7,000ft.

2.1.2 The Airspace Change Organising Group (ACOG) have published ‘the Masterplan’ which is a co-ordinated implementation plan for airspace changes in the UK to deliver the objectives of the Airspace Modernisation Strategy, which aims to provide quicker, quieter, cleaner journeys across UK airspace.

2.2 What is Scottish Airspace Modernisation?

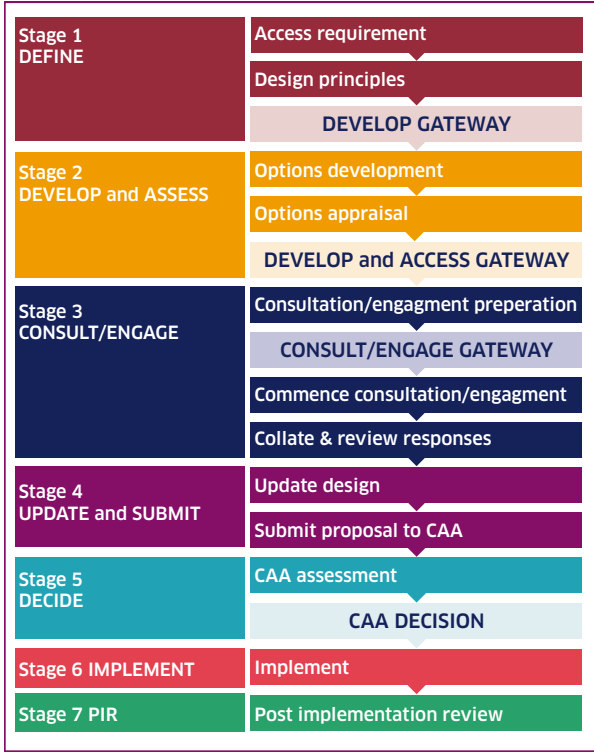
2.2.1 Edinburgh Airport’s Airspace Change Proposal (ACP) forms part of a wider Scottish Airspace Modernisation proposal along with Glasgow Airport and NERL.

2.2.2 Edinburgh Airport and Glasgow Airport are responsible for separate ACPs to modernise their respective departure and arrival routes below 7,000ft and the associated Controlled Airspace.

2.2.3 The three ACPs are being progressed independently, however, a change to Edinburgh Airport’s design may result in a knock-on change for NERL and/or Glasgow Airport. This means that Edinburgh Airport, Glasgow Airport and NERL, co-ordinated by ACOG, are working closely together to develop complimentary ACPs that maximise the benefits across Scottish airspace

3. CAP1616

3.1 To make these changes, we are required to follow the Civil Aviation Authority (CAA) process known as CAP1616; a 7-stage process for implementing and engaging on airspace change. This consultation is part of Stage 3 of the process.



4. How has Edinburgh Airport developed the proposal?

4.1 Stakeholder engagement

4.1.1 During Stage 1 of CAP1616 (opposite) we engaged with a group of representative stakeholders to create the Design Principles. Design principles are like the building blocks of airspace design.

4.2 Option development

4.2.1 During Stage 2 of CAP1616 we used the design principles to develop a range of different design options.

4.2.2 We then came up with airspace design ideas based on those agreed principles.

4.2.3 At this stage the options were conceptual or described in broad areas referred to as 'swathes'. These concepts and swathes gave us an idea of how many routes were needed and which direction they would go to or come from. The swathes showed wide zones where routes could be placed, but they did not show exact flight paths.

4.3 Stakeholder engagement

4.3.1 We then tested the design options with the same representative stakeholders engaged at Stage 1. Stakeholders gave us lots of useful feedback which we could use when evaluating and appraising the options. The feedback also led us to develop more options to take forward for further assessment.

4.4 Design Principle Evaluation

4.4.1 After this, we evaluated the options against the Design Principles, giving a red, amber, green assessment based on whether the option 'met', 'partially met' or 'did not meet' the design principle. Options were shortlisted to be taken forward to the next assessment.

4.4.2 We then carried out an Initial Options Appraisal which is a mainly qualitative assessment to understand the benefits and impacts of each option against a 'without airspace change' baseline.

4.5 CAP1616 Options Appraisal Assessment Categories

4.5.1 The criteria for the options appraisal are as follows:

	Impact
All	Safety
Communities	Noise
	Air Quality
Wider Society	Greenhouse gas emissions
	Tranquillity
	Biodiversity
	Capacity / Resilience
General Aviation	Access
General Aviation / Commercial Airlines	Economic impact from increased effective capacity
	Fuel burn
Commercial Airlines	Training costs
	Other costs
Airport / Air Navigation Service Provider (ANSP)	Infrastructure costs
	Operational costs
	Deployment costs
	Other costs
All	Airspace Modernisation Strategy (AMS)

This table is drawn from CAP1616f p. 36-40

4.5.2 In preparation for this Stage 3 consultation, we have undertaken detailed design rationalisation and refinement work with NERL and Glasgow Airport to integrate our options with the wider airspace.

4.5.3 We then undertook a Full Options Appraisal (FOA), which is a very detailed quantified appraisal of the refined options to understand the benefits and impacts compared to the 'without airspace change' baseline. This very detailed assessment allowed us to identify the option we are bringing to this consultation.

5. This consultation

- 5.1 This brings us to where we are now – this consultation.
- 5.2 We are consulting on our proposed design which has been developed over the past 6 years. We have chosen to bring one option forward to consultation to be able to clearly present to consultees the detailed information around how the proposal could benefit or impact compared to the ‘without airspace change’ scenario.
- 5.3 We want to hear from you – your feedback will be used to help shape our proposal and develop the final design. For example, communities may tell us that it would be advantageous to move a route slightly to avoid a noise sensitive area, or airspace users may have more technical feedback such as a boundary of controlled airspace would benefit from a lateral change to better suit a visual reference point. All your feedback will be considered by Edinburgh Airport, and we will document this process so that you can understand how your feedback has been considered as part of the final proposal.
- 5.4 Your feedback will also help us to further understand the benefits and impacts of the proposal and where possible we will incorporate this into future options appraisals.
- 5.5 Changes to the design could have knock-ons in the wider Scottish Airspace Modernisation airspace and therefore we will be working closely with Glasgow Airport and NERL (co-ordinated by ACOG), to develop the final Scottish Airspace Modernisation proposal.

- 5.6 The full process will be documented so that you can see how your feedback has been considered and, if design trade-offs are required, how we have developed the final airspace design.
- 5.7 What if the design fundamentally changes following consultation?
- 5.8 Depending on the scale of the changes, we will either undertake targeted engagement or, if the design changes are significant, we will carry out further consultation activities.
- 5.9 Our main Consultation Document contains lots more information about how the proposals have been developed and links to where you can find out more information about past stages of our **ACP**.

6. What do you mean by ‘modernising the airspace’?

- 6.1 Performance Based Navigation
- 6.1.1 The introduction of Performance Based Navigation (PBN) forms a key part of the Government’s Airspace Modernisation Strategy. PBN improves the accuracy of where aircraft fly by specifying performance requirements for navigation, using a combination of satellite- and ground-based navigation systems rather than relying solely on conventional ground-based aids.
- 6.1.2 At Edinburgh Airport, the current departure routes are defined using conventional navigation and both arrivals and departures are largely vectored.
- 6.1.3 Vectoring is when Air Traffic Control (ATC) provide an instruction to pilots in the form of a direction (heading based on a compass bearing). ATC may also instruct pilots to climb or descend. ATC do this to ensure aircraft are safely separated and where possible are given the most efficient routes.
- 6.1.4 However, vectoring creates dispersion across the airspace. When aircraft fly PBN routes, they are typically more concentrated over a narrower area compared to when they are vectored by ATC.

7. Our proposals for consultation

- 7.1 Departure routes
- 7.1.1 Aircraft depart (take off) into the wind. This means that Edinburgh Airport’s runway direction depends on the wind direction. Across an average year, 70% of aircraft take off on runway 24 and 30% of aircraft take off on runway 06.
- 7.1.2 The proposed departure routes are designed to be more efficient for the operation and the environment reducing noise impacts and producing less CO₂. This means repositioning the routes, and because they will utilise PBN, it means we expect to see greater concentration along the route centrelines than we see today. Vectoring will still occur when required for safety reasons, for example, avoiding bad weather such as thunderstorms.

7.2 Operational diagrams

- 7.2.1 The images in the full consultation document show operational diagrams for the ‘without airspace change’ and ‘with airspace change’ scenarios to help consultees understand where aircraft may fly in future. Some of these are reproduced in the next few pages to help explain our proposal.
- 7.3 Where aircraft depart today
- 7.3.1 Fig 1 overleaf shows Edinburgh Airport’s current published departure routes for runway 24. To illustrate how vectoring influences where aircraft actually fly, we have also included track data from the 92 day summer 2023, the most recently available. Fig 2 overleaf shows the same information for runway 06

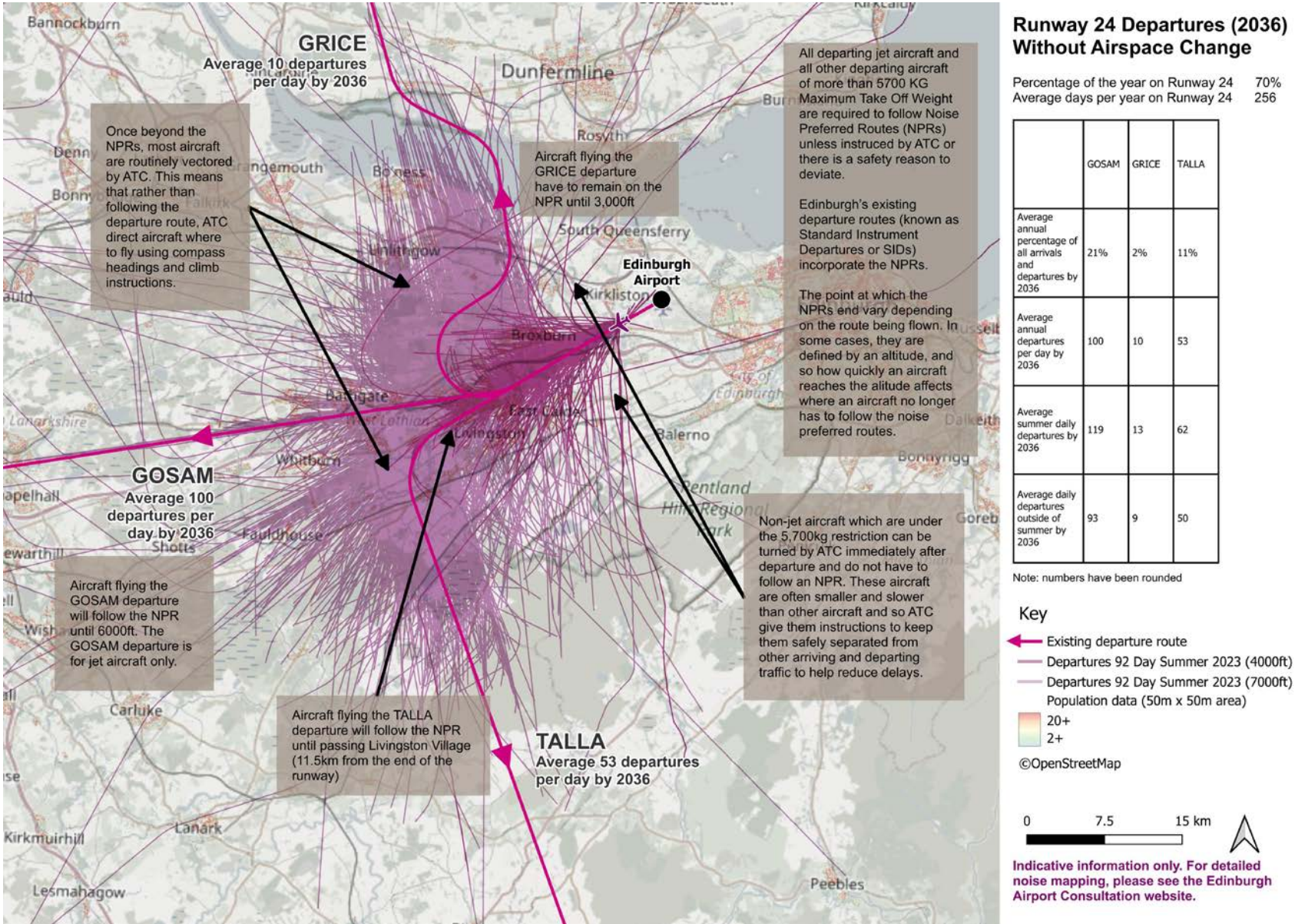


Fig 1: Runway 24 departures without airspace change.

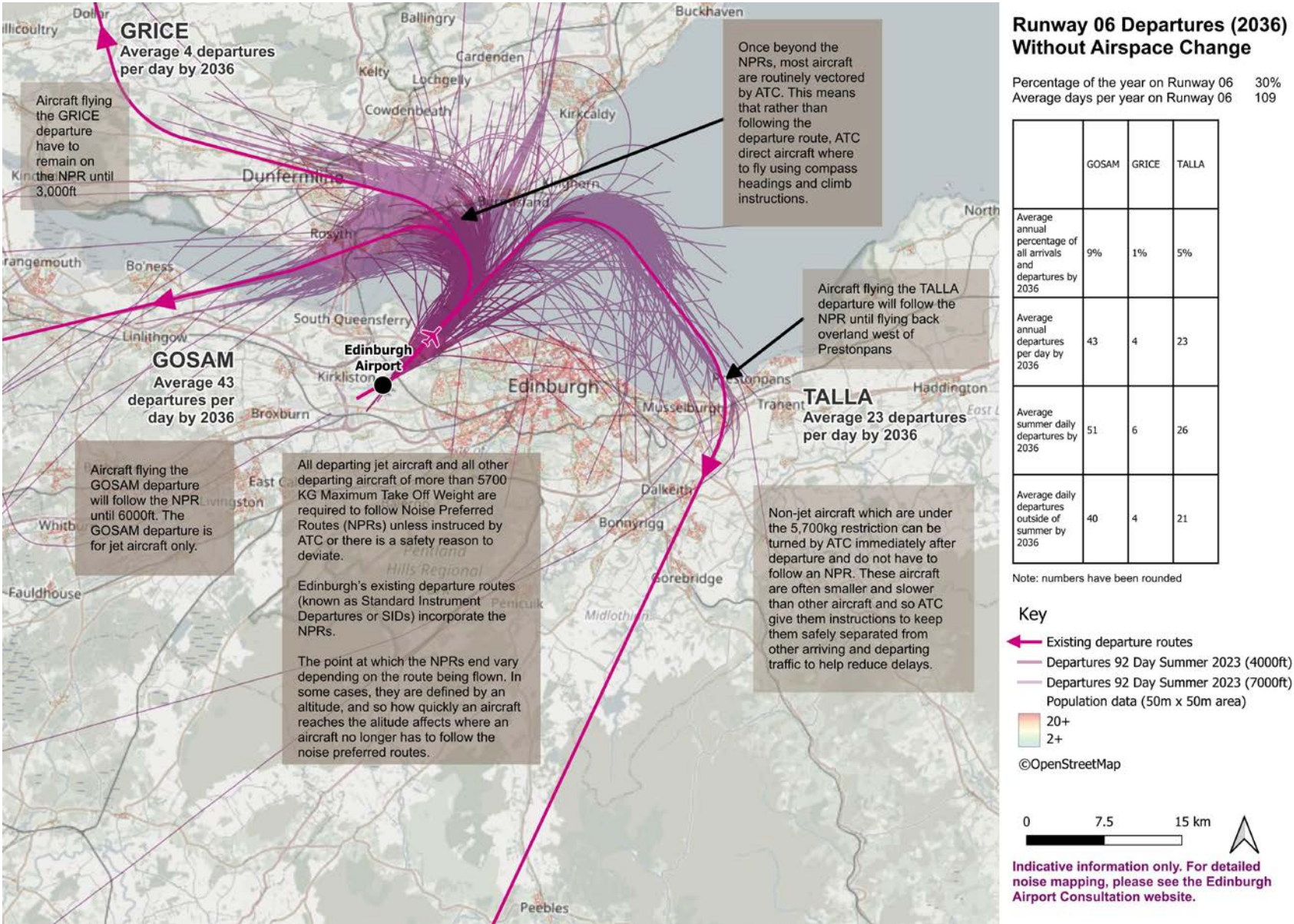


Fig 2: Runway 06 departures without airspace change

7.4 How aircraft may depart in the future

7.4.1 Figure 3 opposite shows Edinburgh’s 'with airspace change' option departures from runway 24.

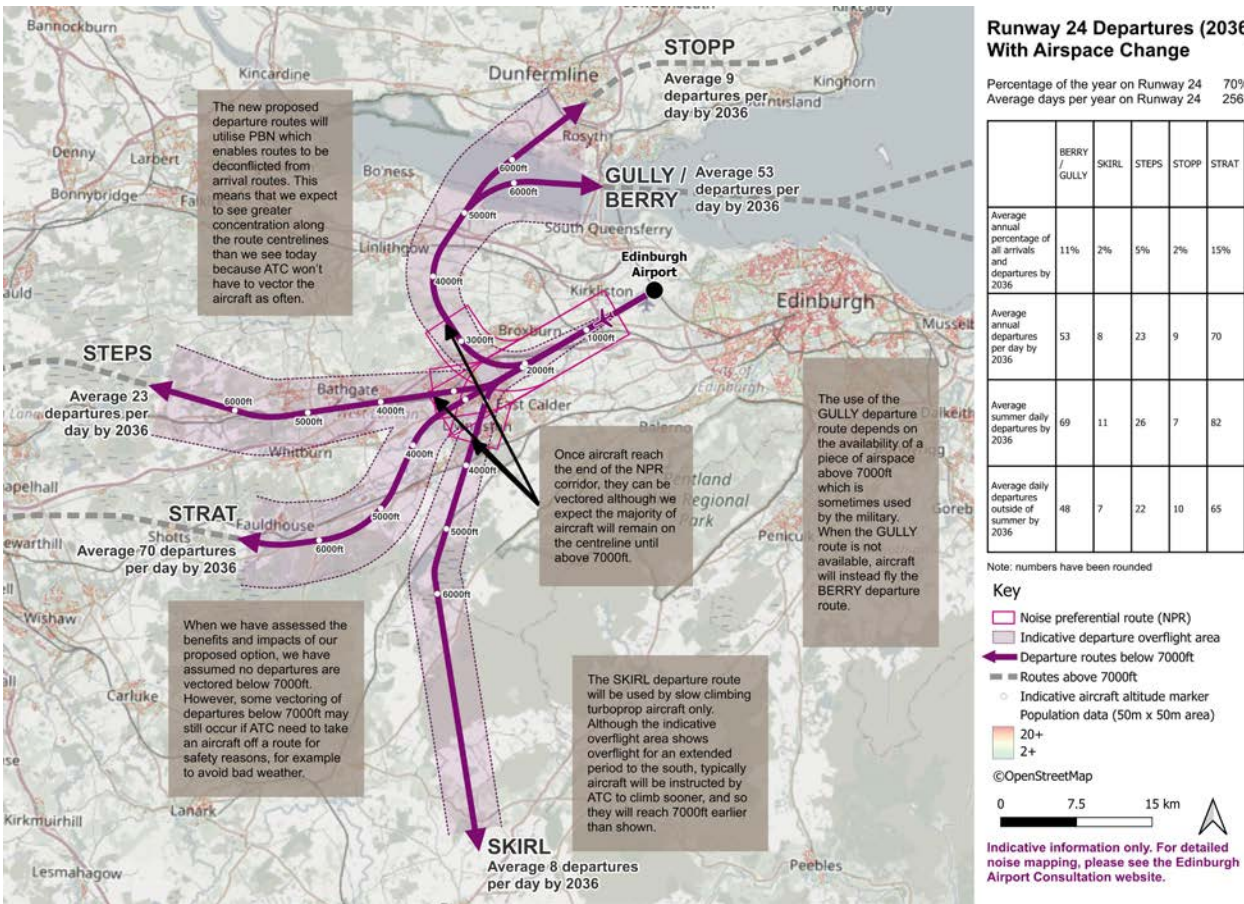


Figure 3: Edinburgh's 'with airspace change' option departures from runway 24

7.5 Where aircraft will depart under the proposed change

7.5.1 Figure 4 opposite shows Edinburgh’s 'with airspace change' option departures from runway 06.

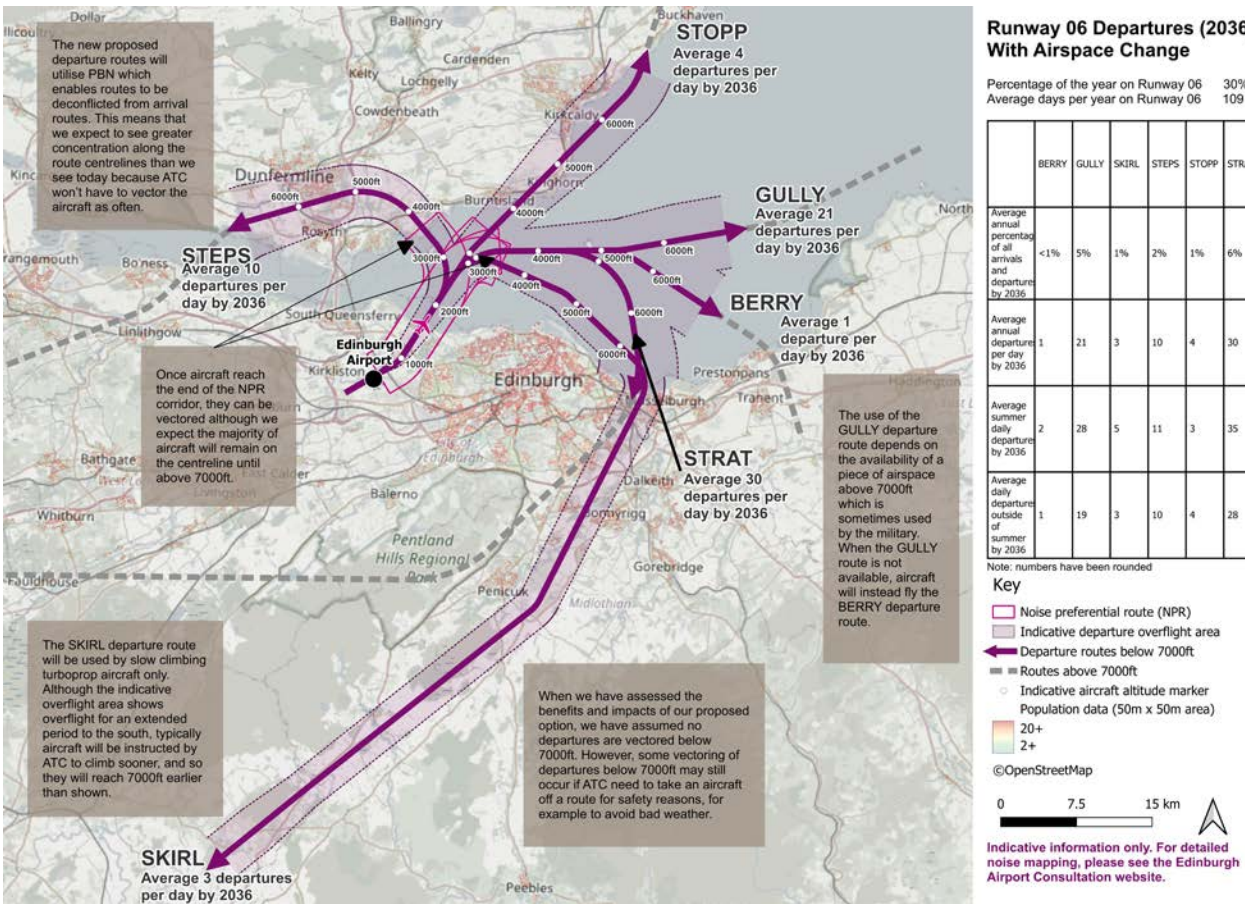


Figure 4: Edinburgh's 'with airspace change' option departures from runway 06

7.6 Arrival routes

7.6.1 Aircraft arrive (land) into the wind. Across an average year, 70% of aircraft land on runway 24 and 30% land on runway 06.

7.6.2 There are currently no defined routes for arrivals between the holding stacks and the final approach; arrivals are vectored.

7.7 Where aircraft arrive today

7.7.1 Figure 5 opposite shows where aircraft arriving on Edinburgh Airport's runway 24 currently fly.

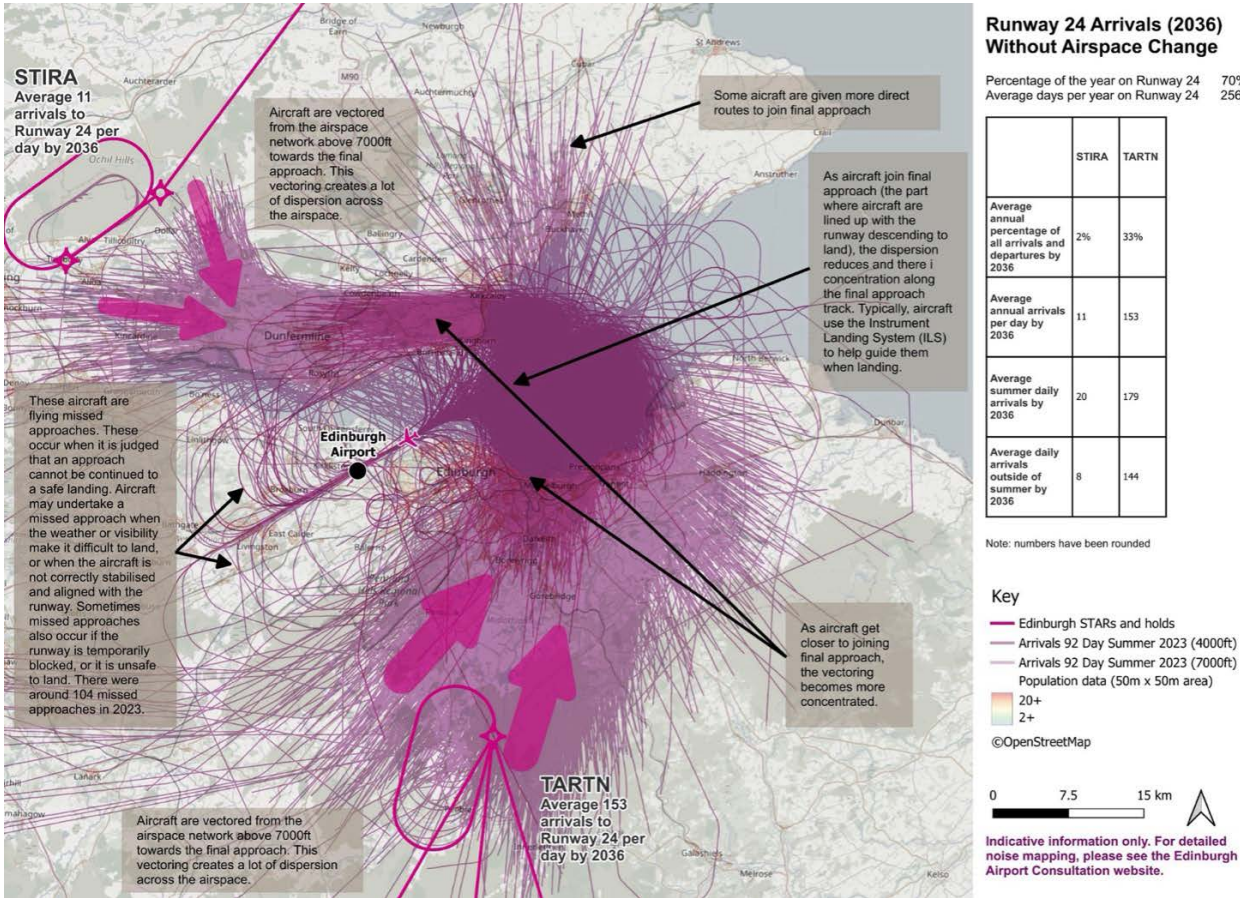


Figure 5: Runway 24 arrivals without airspace change

7.7.2 Figure 6 opposite shows where aircraft arriving on Edinburgh Airport's runway 06 currently fly.

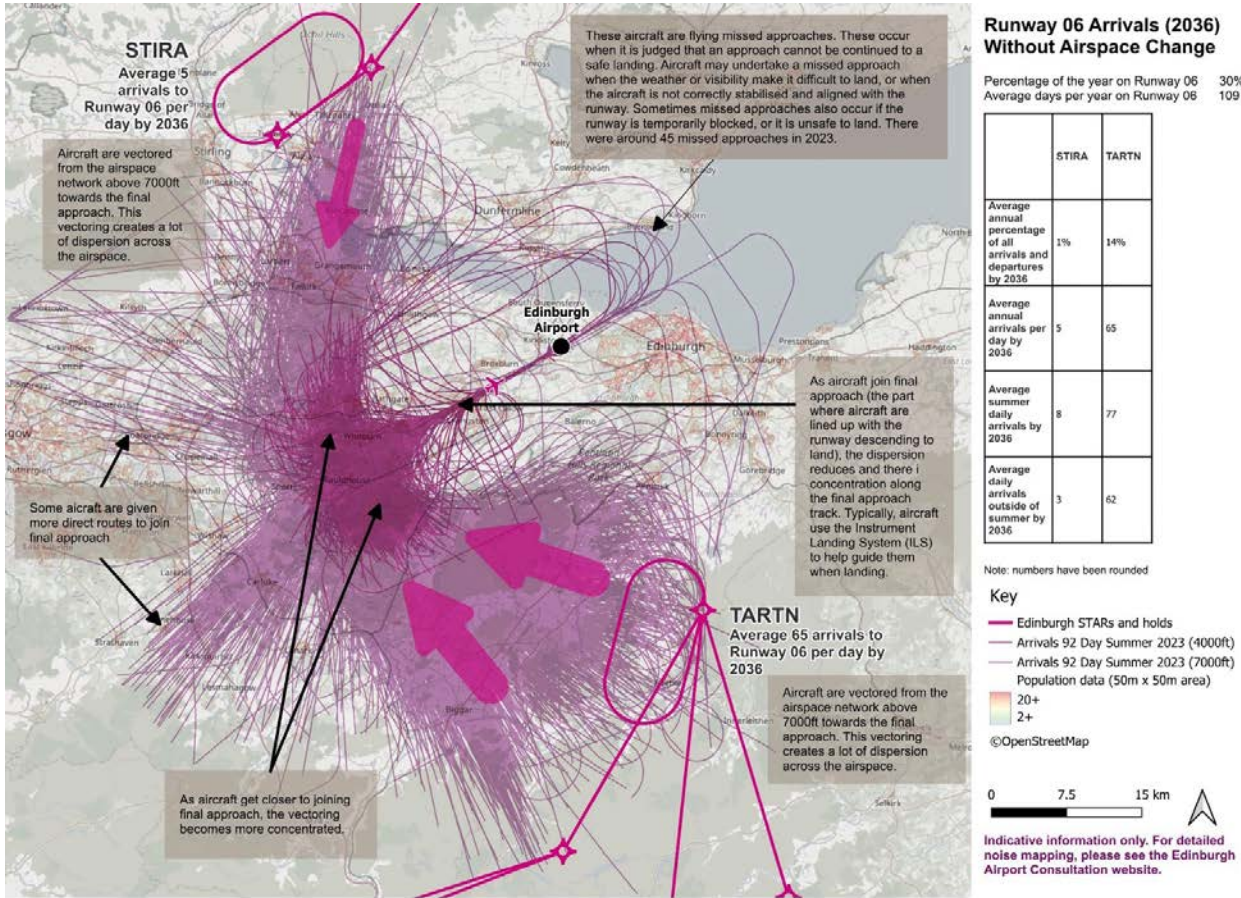


Figure 6: Runway 06 arrivals without airspace change

8. How aircraft may arrive in the future

8.1.1 Figure 7 opposite shows Edinburgh’s 'with airspace change' option arrivals on runway 24.

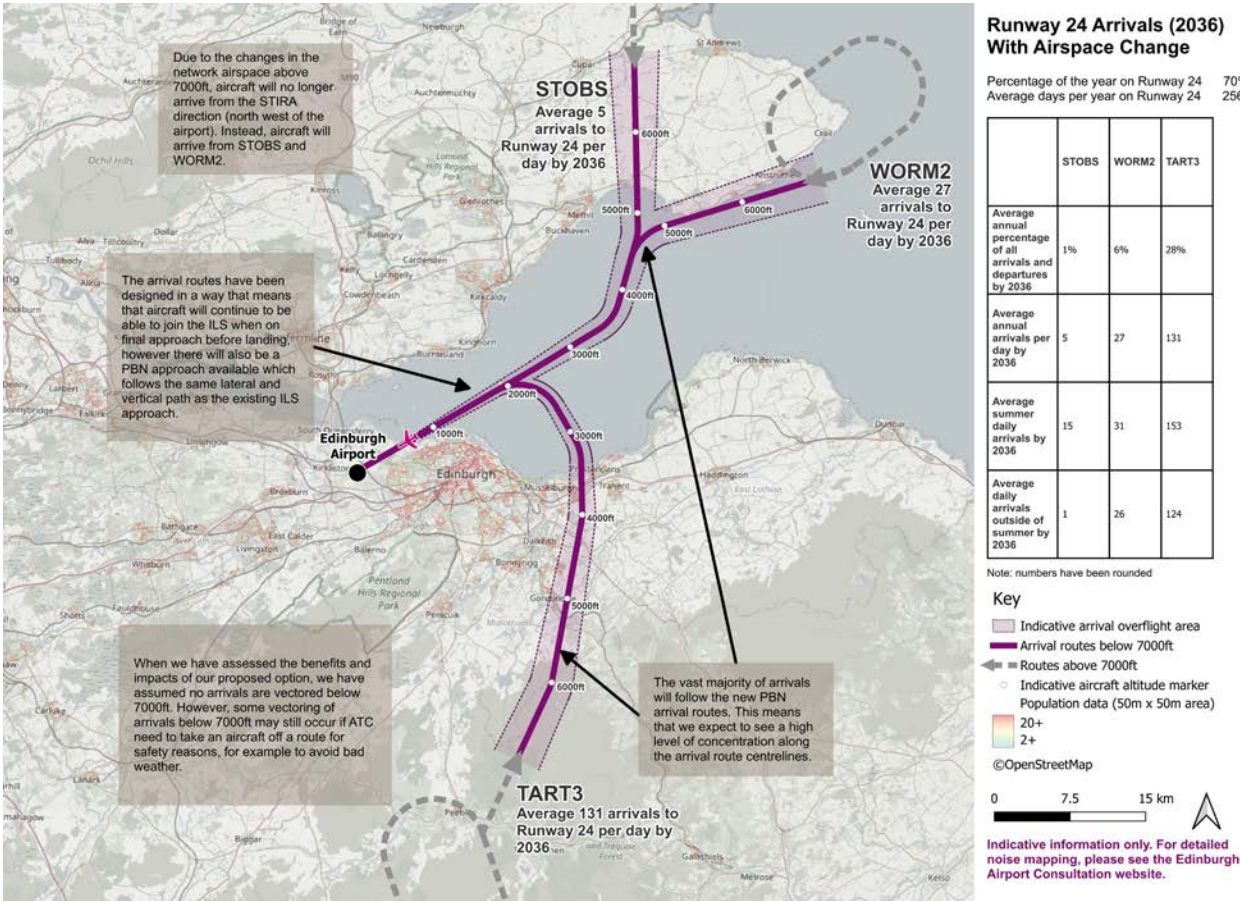


Figure 7: Runway 24 arrivals with airspace change

8.1.2 Figure 8 opposite shows Edinburgh’s 'with airspace change' option arrivals on runway 06.

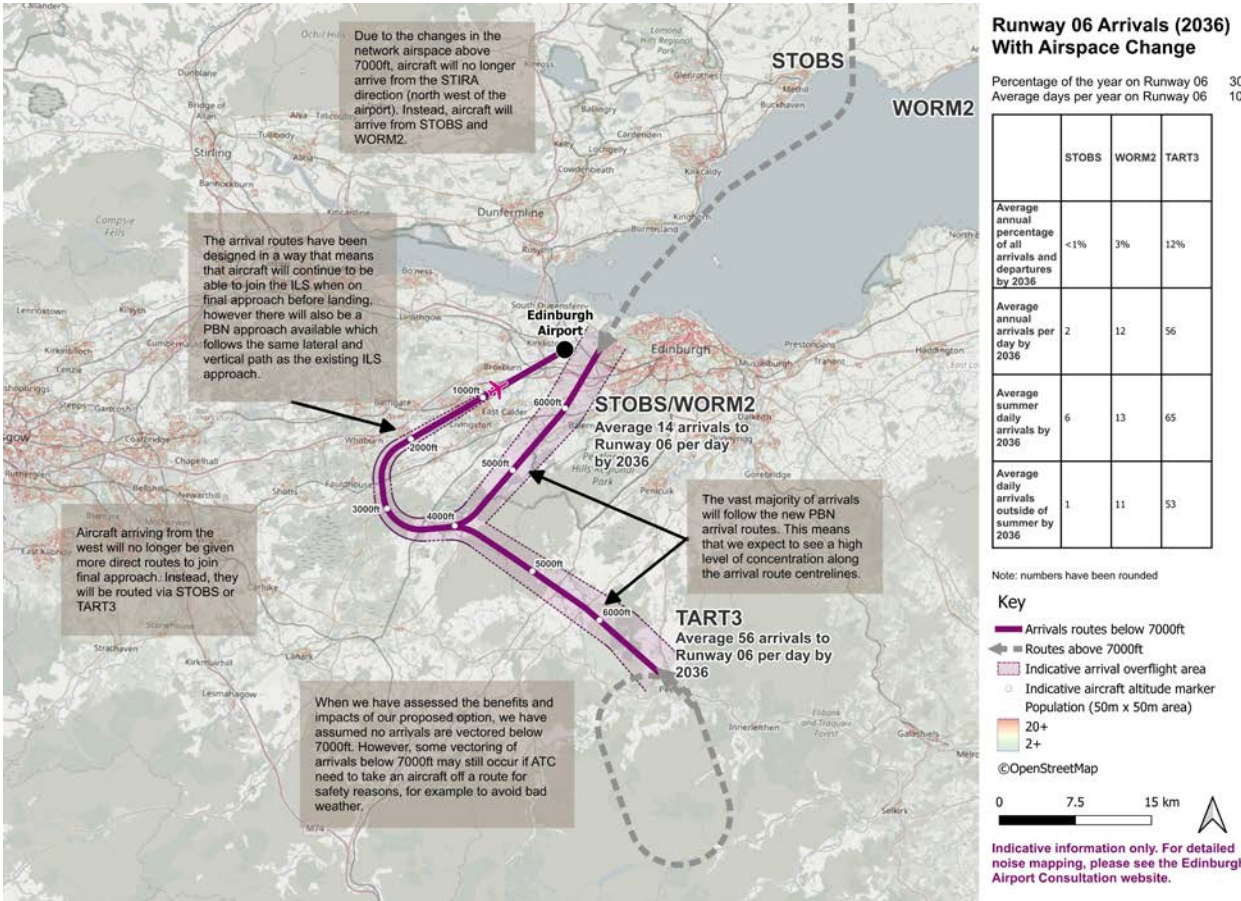


Figure 8: Runway 06 arrivals with airspace change

9. The Overall Proposal

9.1.1 Fig 9 opposite shows the overall design, both areas within the red dotted lines would be overflowed in the future without airspace change. If the change is made as proposed the areas within the SID lines would be overflowed instead. This is the smaller area captured by the solid red lines in the figure

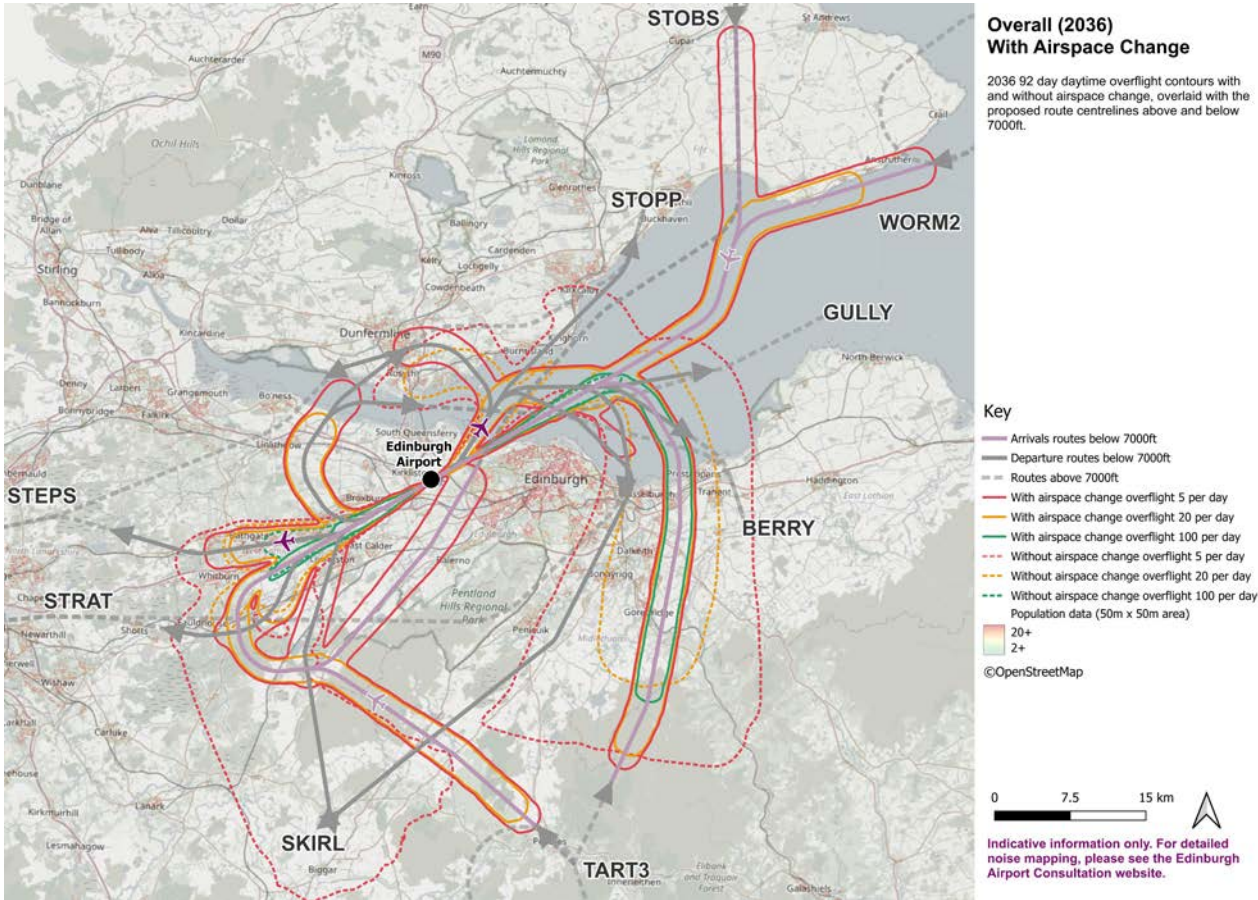


Figure 9: Overall design with airspace change

10. The benefits and impacts of modernising Edinburgh Airport's airspace

10.1 As part of the work in preparation for this consultation we undertook a detailed assessment of potential options to understand their potential positive benefits and negative impacts, compared to a 'without airspace change' baseline. This is called the Full Options Appraisal (FOA). The outcome of the FOA was the proposed option described in the previous sections. We used the criteria listed at 4.5.1 on page 07.

10.1.2 The table to the right and continues to the next page provides a very high-level summary of the outcomes of the FOA for the proposed option. Following this table, there are sub-sections which explain how we assess each category and provide some further details about the outcomes of each assessment. You can use the links in the table to navigate directly to a category subsection.

10.1.3 For detailed analysis, please see the FOA (note our proposed option is called 'Option 1' within the FOA document).

Table 11: High-level FOA summary	
Category (as required by CAP1616)	How our proposed Airspace Change option performed against the future 'without airspace change' scenario.
Noise	The noise assessment shows an overall reduction in total adverse effects on health and quality of life from noise. It is important to note that in some areas the proposed option changes where aircraft fly compared to today. There could therefore be local positive benefits and negative impacts to some areas surrounding Edinburgh Airport. These local impacts are explained in the FOA. To further help communities understand the impacts to their area, we have created interactive noise maps which can be found on our Edinburgh Airport Consultation website. This interactive map allows you to enter your address, or navigate to an area shown on the map, and see how the proposed option would benefit or impact you.
Air Quality	The proposal is predicted to have a negligible impact on local air quality and so local air quality assessment was not required.
Fuel Burn and Greenhouse Gas Emissions	The proposal is predicted to reduce the total annual and per flight fuel burn. The proposal is predicted to reduce the total annual and per flight greenhouse gas emissions¹.
Tranquillity	There is a mix of positive and negative effects with respect to potential noise impact on designated tranquillity areas such as regional and country parks. Overall, we believe the impact on tranquillity is negligible, although we recognise that individual perception may differ depending on whether their area of interest is overflowed more or less.
Biodiversity	No biodiversity impacts are expected to the European sites identified as part of the Habitats Regulatory Assessment screening. European sites are made up of Special Areas of Conservation (SAC) and possible SACs, Special Protection Areas (SPAs) and possible SPAs and Ramsar sites (wetlands of international importance) and proposed Ramsar sites. Our screening process concluded that there will be changes in the number and extent of overflight of some other biodiversity receptors such as Sites of Special Scientific Interest, National Nature Reserves and Local Nature Reserves, but there is no predicted impact to the biodiversity of these sites. Further HRA analysis was therefore not required, but we have provided data for overflight of designated sites.
How do we assess capacity?	The proposed option is not expected to increase capacity although the reconfiguration of our routes does mean more routes going out over the North Sea and that some of our flights will avoid pre-departure delays currently resulting from congestion in the network over the north of England. This delay reduction as a result of reduced congestion further into the network is difficult to model and this is only captured qualitatively.

¹ Please refer to the FOA methodology section for greenhouse gas emissions for contextual information on how the use of planned flight data in the NERL modelling may affect the results for both greenhouse gases and fuel burn.

Category (as required by CAP1616)	How our proposed Airspace Change option performed against the future ‘without airspace change’ scenario.
How do we assess resilience?	The introduction of modern satellite-based procedures (performance-based navigation) removes some of Edinburgh Airport’s dependencies on outdated ground-based navigation which improves resilience .
General Aviation	The proposed option involves changes to the lateral boundaries and some re-classification of controlled airspace. In places, these boundaries overlap between the Edinburgh Airport, Glasgow Airport and NERL proposals. Overall, there is a net release of Controlled Airspace (CAS) below 7,000ft which is expected to have positive benefits for General Aviation. The CAS volume data suggests an improvement for users of airspace below 7,000ft, however, it is important to note that in some areas additional CAS is required, and in other areas CAS is being released. There could therefore be positive benefits and negative impacts to some areas surrounding Edinburgh Airport. Please see Section 9, Proposed Controlled Airspace (CAS), of this document for full details of the CAS proposals and the potential benefits/impacts for particular areas.
Economic Impacts	It is expected there will be economic benefits as a result of some reduced departure delay (although it is not possible to quantify this).
Airline Costs	It is not anticipated that the proposed option would result in any additional costs to airlines, such as training costs and other costs.
Airport and ANSP Costs ²	There is a small operational cost for Edinburgh Airport to maintain the additional Instrument Flight Procedures that are required. There is an infrastructure saving because the introduction of PBN will mean that some old ground-based navigation equipment at the airport will not need to be replaced. There will be a cost to Edinburgh Airport and the Air Navigation Service Provider (ANSP) to modernise Edinburgh’s Airspace which mainly involves training air traffic controllers and assistants and updating ATC infrastructure.
Safety	The safety assessments have indicated that the proposed option will maintain and, by utilising modern navigation capability, reduce complexity. Reducing complexity is considered a safety enhancement, and therefore this proposal offers a safety enhancement compared to the ‘without airspace change’ baseline .
Airspace Modernisation Strategy	Our proposed option aims to meet the vision of the airspace modernisation strategy by delivering quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace. As assessment against the objectives of the AMS is included in the section below.

² The cost of development of the ACP proposal, consultation and design are not included in assumptions of cost to Edinburgh Airport.

10.1.4 As part of the FOA, we are also required to generate monetised costs and benefits for the airspace change options where possible to do so.

10.1.5 Within the FOA, the following categories have been monetised: noise, greenhouse gas emissions, fuel burn, operational costs and infrastructure costs.

10.1.6 A ‘Net Present Value’ (NPV) for each option was then generated using calculations as required by CAP1616. The noise and greenhouse gas emissions monetisation are undertaken using the governments TAG method and tools. For more information about NPV and Cost Benefit Analysis, please see the **Full Options Appraisal document**.

10.1.7 Overall, the monetised assessment has shown a £74m benefit (approximately) over 10 years for the proposed option taking into account inflation and discounting using the Government’s social time preference rate.

11. This consultation

11.1 In addition to reading this Consultation Document, there are a range of ways to learn more and share your views.

Our dedicated consultation website (edinburghairport.com/whats-your-view) hosts interactive tools, including a Postcode Tracker to see how proposals could affect your area, a SoundLab to hear what aircraft might sound like under the proposed changes, and a Virtual Room explaining the impacts of airspace change. You can use the Glossary at Appendix A of the Full Options Appraisal to understand any of the technical terms used in the consultation documentation.

We are holding a series of in-person drop-in events across the region, where you can view exhibition materials, try the interactive tools, and speak directly with members of the Edinburgh Airport ACP team (and NERL representatives where available).

For those unable to attend in person, several webinars will provide the same information and allow you to ask questions; these include both general public sessions and specialist sessions for aviation stakeholders.

Details of the in-person events and the webinars can be found by visiting edinburghairport.com/whats-your-view

A recording explaining the proposals will also be available online. All consultation materials are accessible via the website and can be requested in alternative formats such as audio, braille, large print, or easy-read by emailing whats-your-view@edinburghairport.com or calling **0131 348 4299**.

Hard-copy information packs and feedback forms can be provided by post with free return postage.

Link to the Glossary at Appendix A of the Full Options Appraisal.

11.2 The consultation runs from 00:01hrs on Monday 20 October 2025 to 23:59 hrs on Sunday 25 January 2026.

11.3 You can respond via the CAA’s Citizen Space Portal. More details can be found on our website: edinburghairport.com/whats-your-view

11.4 Your feedback will help us to shape the final design. If the feedback leads to significant changes, we may carry out further engagement or consultation.

11.5 Thank you for engaging with this proposal.



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