London Luton Airport Operations Ltd
FASI-S Airspace Change Proposal
Stage 2

Appendix B - Stakeholder Engagement Log, Material & Correspondence

Part Two

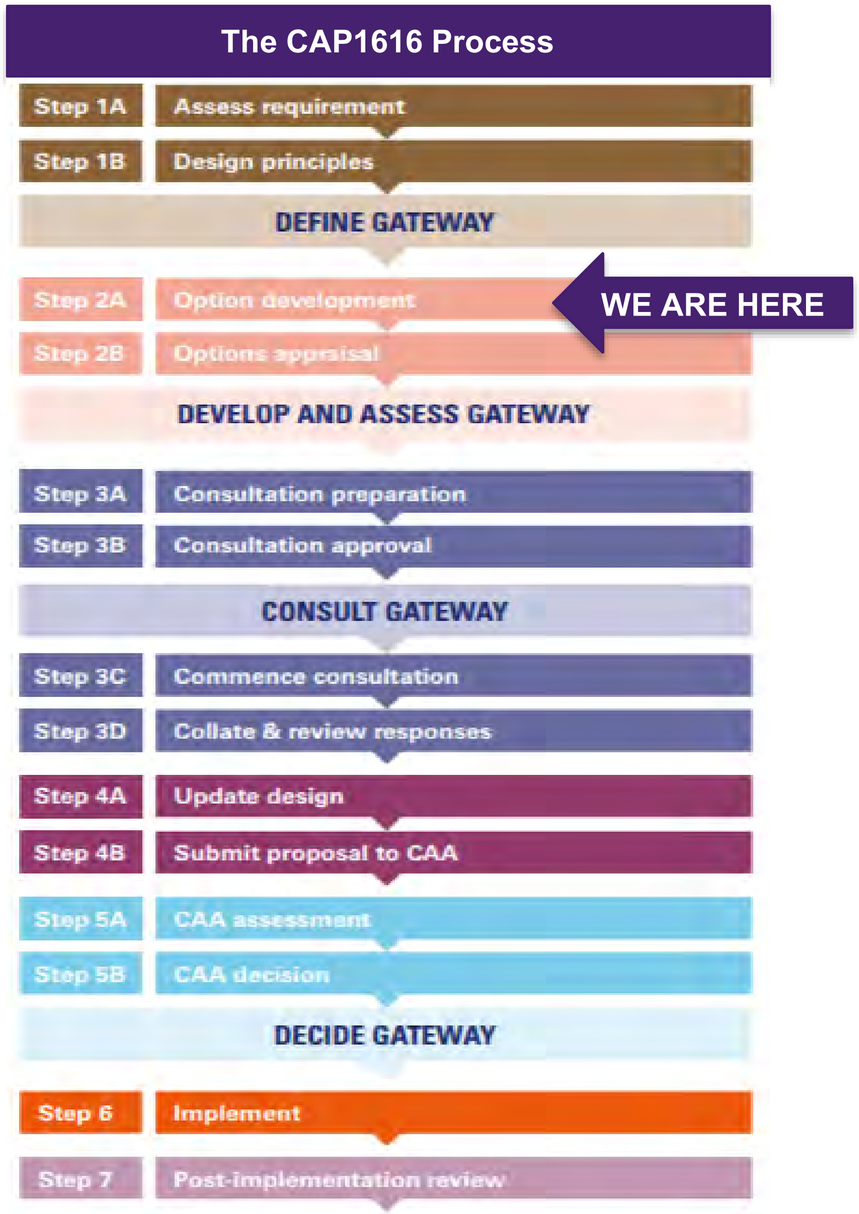
London Luton Airport

Luton FASI-S

Comprehensive list of options

London Luton Airport

Purpose of this session



- We are following the Civil Aviation Authority's (CAA) Airspace Change Process, CAP1616
- We are at Stage 2 of our developing Airspace Change Proposal (ACP) for FASI-S
- This is the stage where we develop an initial comprehensive list of flight path options and then share these options with our stakeholders
- CAP1616 requires us to engage with stakeholders at this stage to "preliminarily tests these (options) with the same stakeholders it engaged with in Stage 1 (when we developed the design principles)"

Purpose of this engagement

The purpose of this engagement is **not** to seek feedback on individual route options by examining the detailed specific geographical position of the options.

We do not yet have any detail on the potential impacts of each option, that comes later.

The purpose of this session is to explore and test our approach to developing the initial set of options and answer questions relating to our approach.

We engaged with community groups and local authorities in Feb 2020 prior to pausing the ACP and captured their feedback. We are now sharing the same initial options with airlines, general aviation bodies, other airports and NATS.

We will use all the feedback to refine and/or develop a new set of options. We will share those new options with you in Q4 2021.

Development of the FASI-S initial comprehensive list of options

	Design Principle
1	Must be safe
2	Must meet the 3 aims of the NPSe, Air Navigation Guidance 2017 and all appropriate Government aviation policies, and updates thereof.
3	Should not constrain the airport's capacity, providing the environmental objectives/requirements have been met
4	Should enable continuous climb/descent to/from at least 7000ft & facilitate continuous climb/descent above that
5	Should provide an equitable distribution of traffic where possible, through eg; Use of multiple routes New route structures Options (mechanisms) for respite
6	Should avoid overflying the same communities with multiple routes, & take into account routes of other airports, below 7000ft
7	Should minimise tactical intervention by ATC below 7000ft
8	Should minimise the impact on other airspace users through; Keeping CAS requirements to a minimum Simple airspace boundaries Allowing flexible use of airspace, where possible

Relationship with AD6

Progress on the AD6 ACP can be followed here.

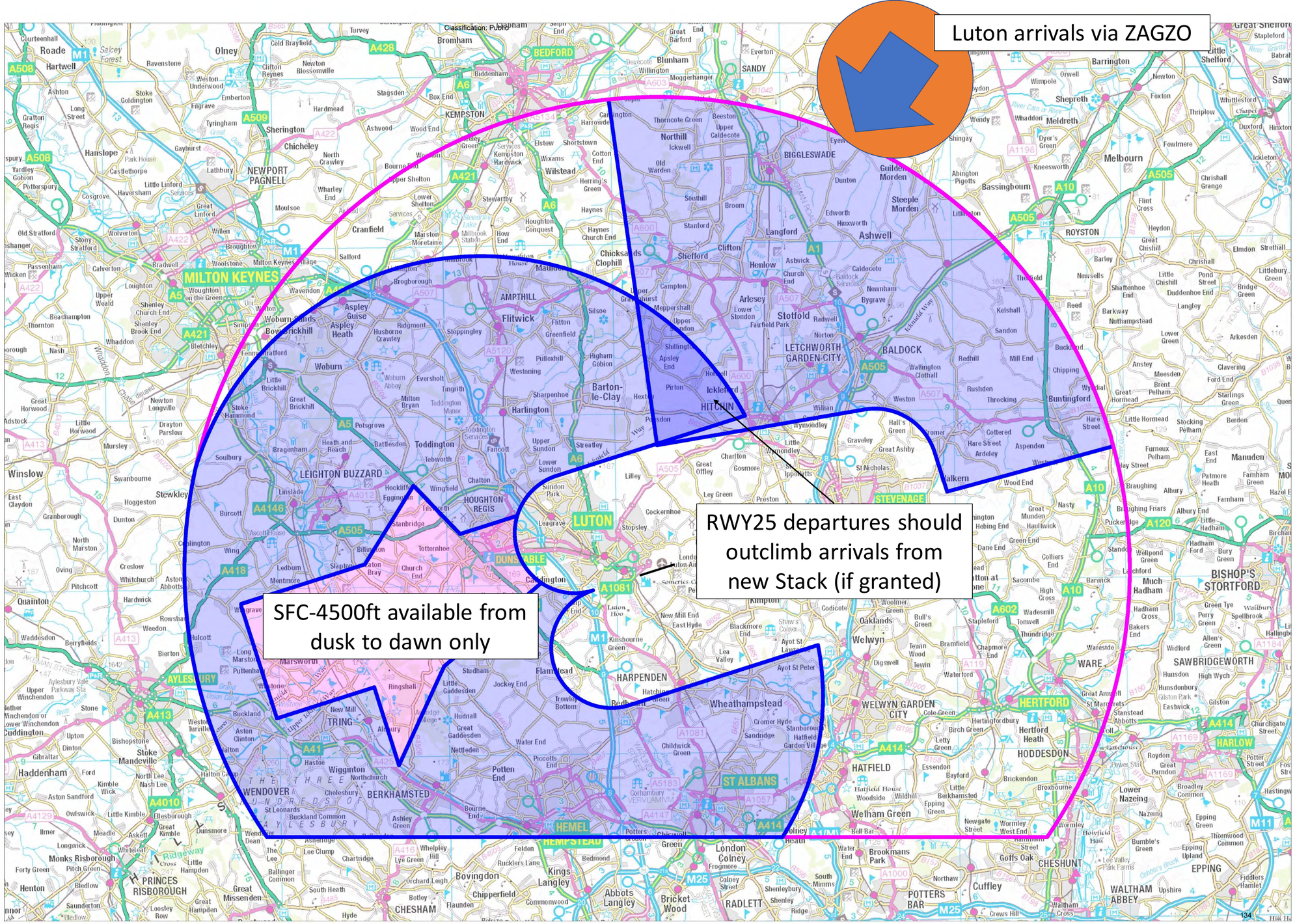
The ACP was submitted to CAA on 25th June 2021. We are awaiting a CAA decision.

Classification: Public

LUTON FASI-S DESIGN AREAS – WESTERLIES

The blue arrow indicates the position of the new Luton stack (ZAGZO) subject to CAA approval as part of the AD6 ACP.

The light blue shaded areas show where it is possible to position westerly arrival or departure routes (below 7000ft) as part of this FASI-S ACP.



Classification: Public

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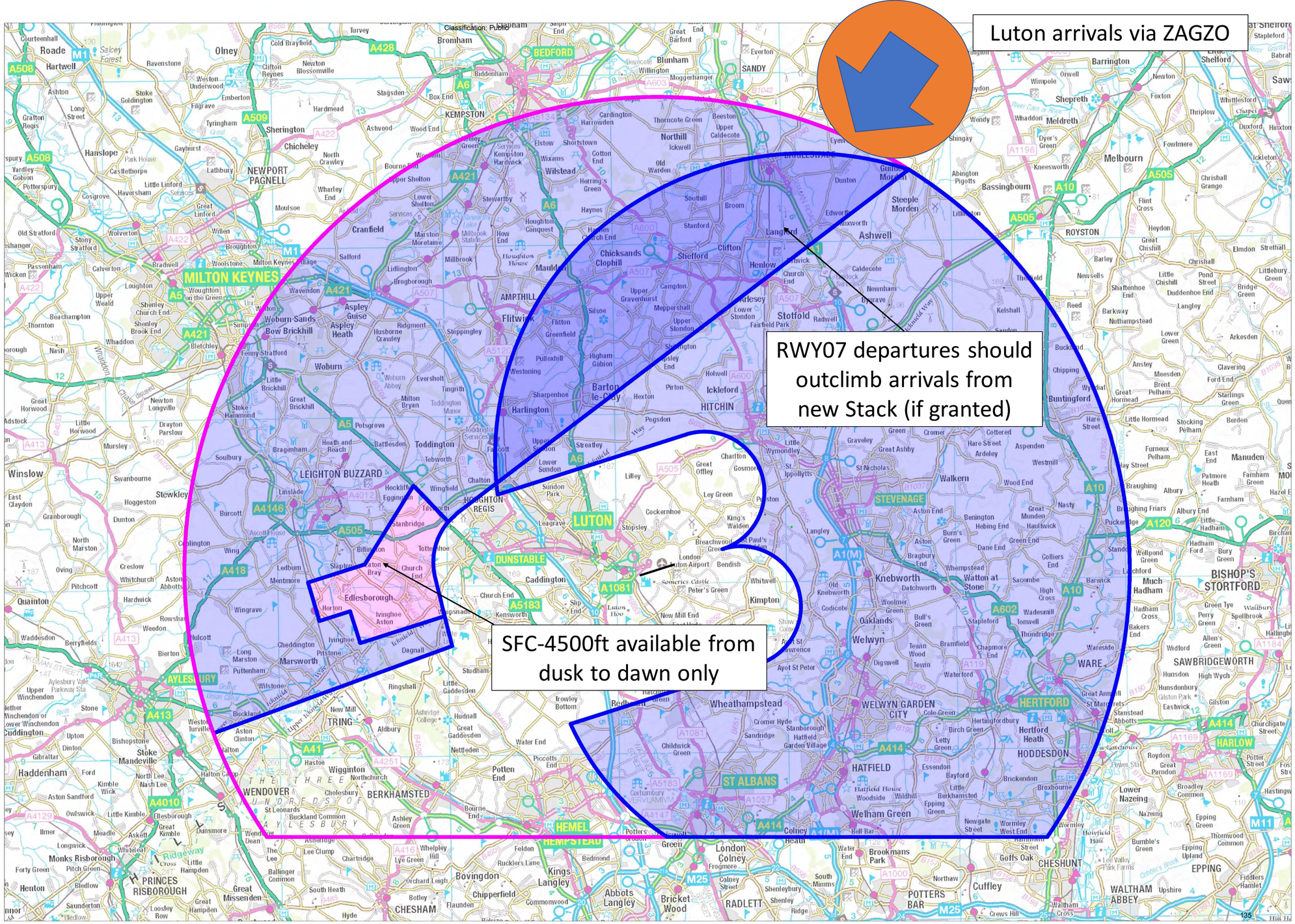
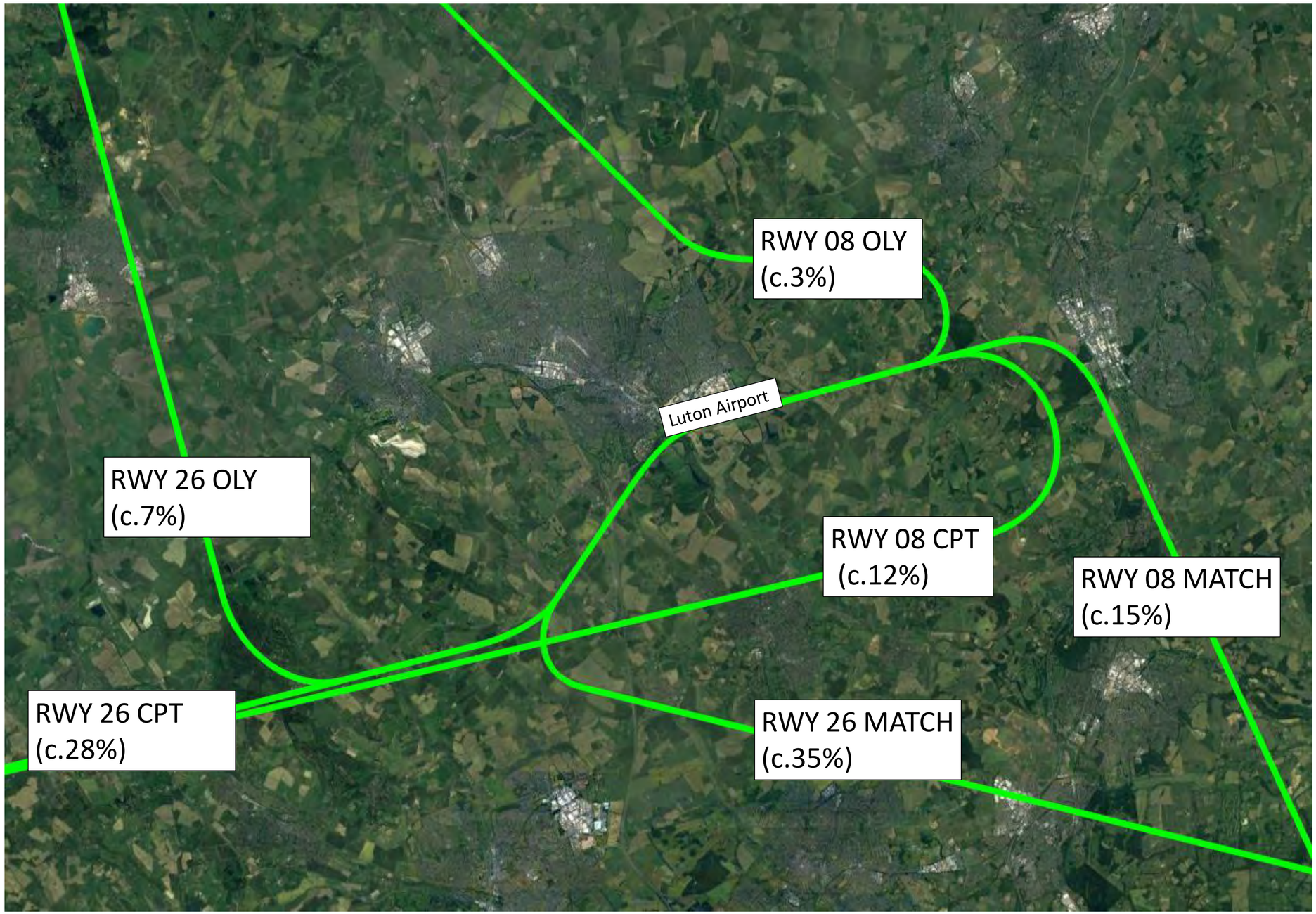


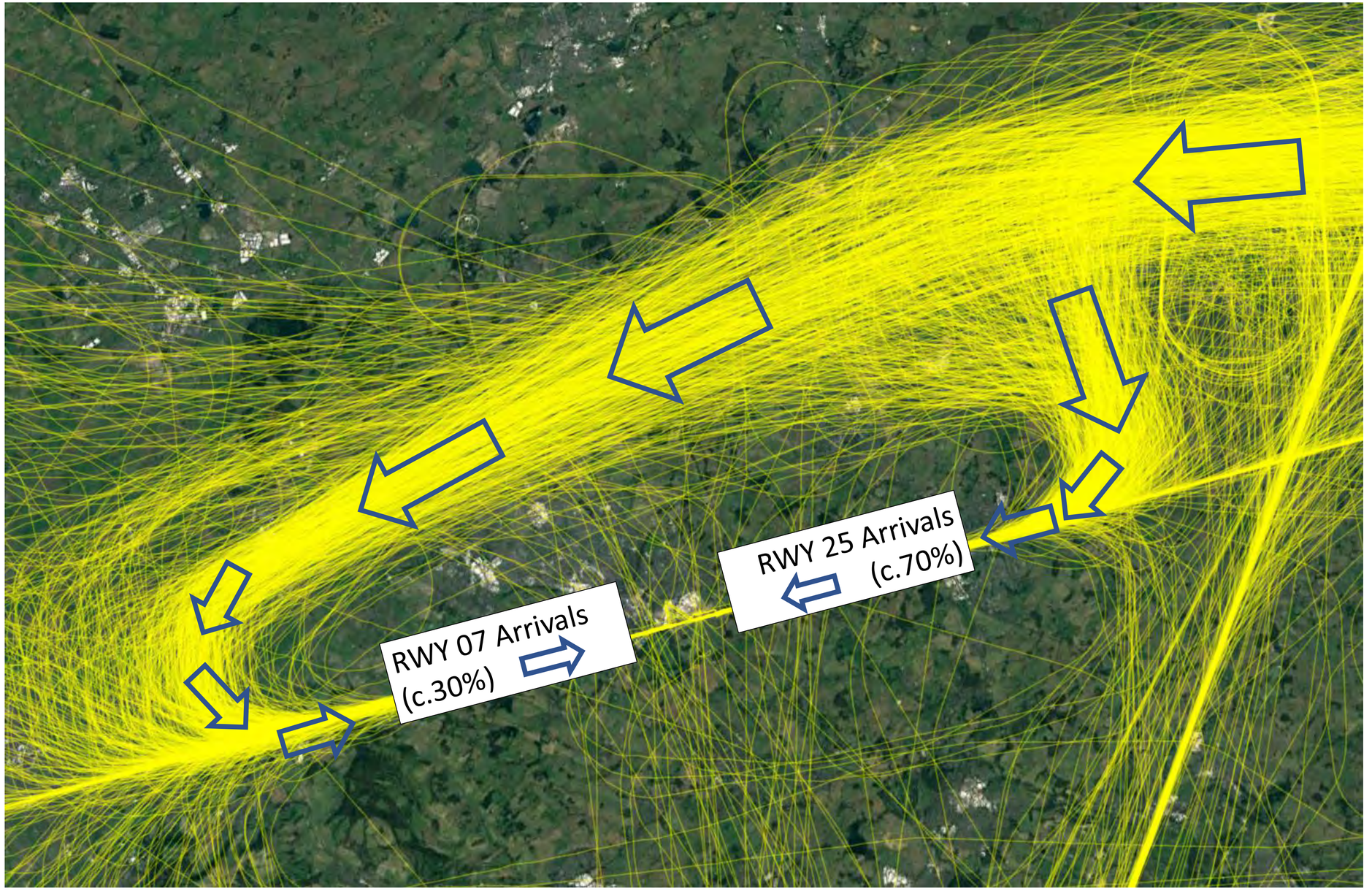
TODAY’S ROUTE STRUCTURE

Current published departure route structure and approximate usage (pre-covid)



Classification: Public

Current typical arrival tracks (published route structure not used)



Classification: Public

INITIAL OPTION DEVELOPMENT

ALL FLIGHT PATHS ILLUSTRATIVE ONLY

Route demand assumptions:

OLY 10%

CPT 40%

MATCH 50%

ALL FLIGHT PATHS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY TO DEMONSTRATE THE CONCEPT.
FLIGHT PATHS ARE ALL SUBJECT TO REFINEMENT THROUGHOUT THE AIRSPACE CHANGE PROCESS

Westerly operations

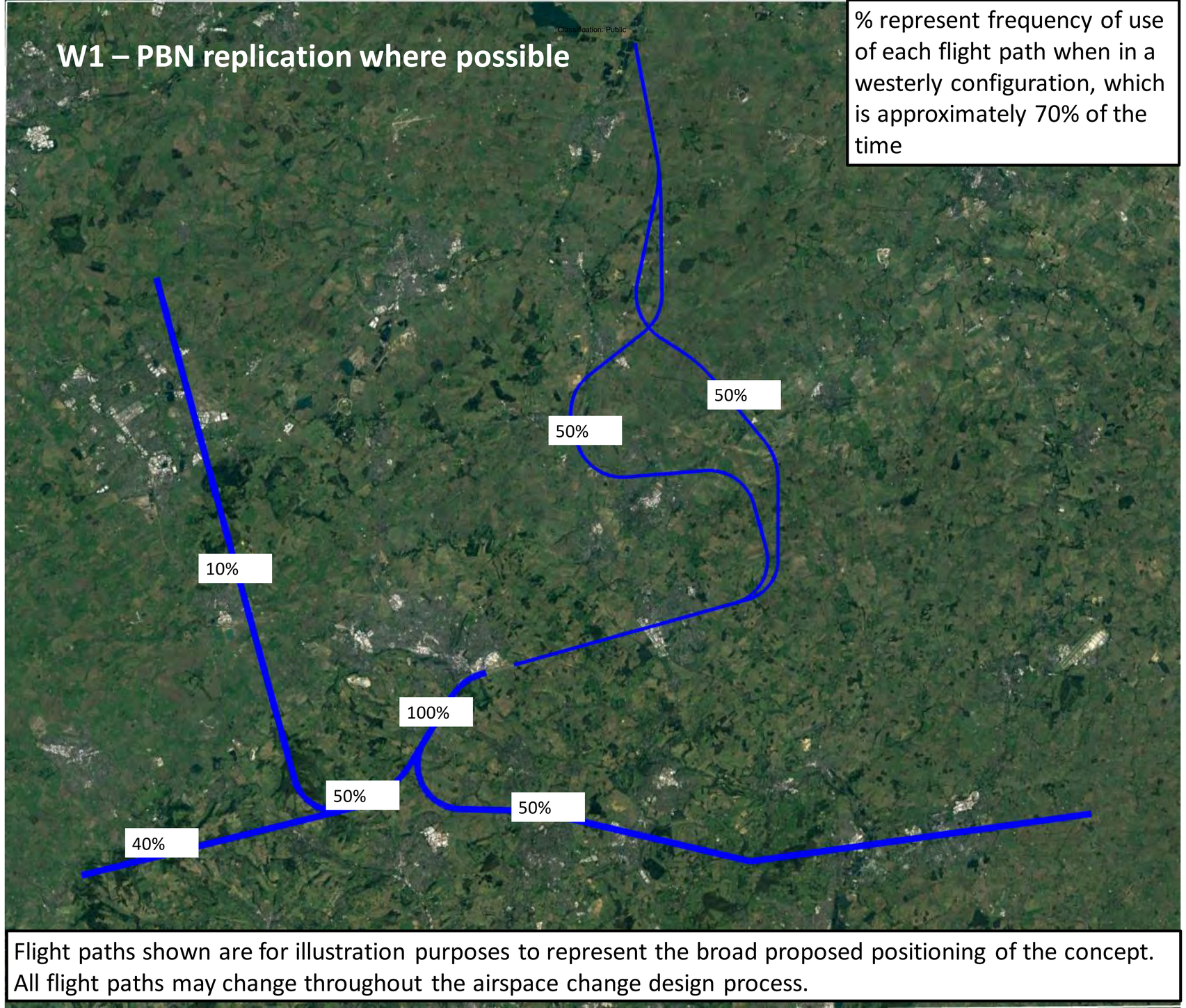
ALL FLIGHT PATHS ILLUSTRATIVE ONLY

% represents the approximate percentage of overflight in that area from Westerly operations only

Classification: Public

W1 – PBN replication where possible

% represent frequency of use of each flight path when in a westerly configuration, which is approximately 70% of the time

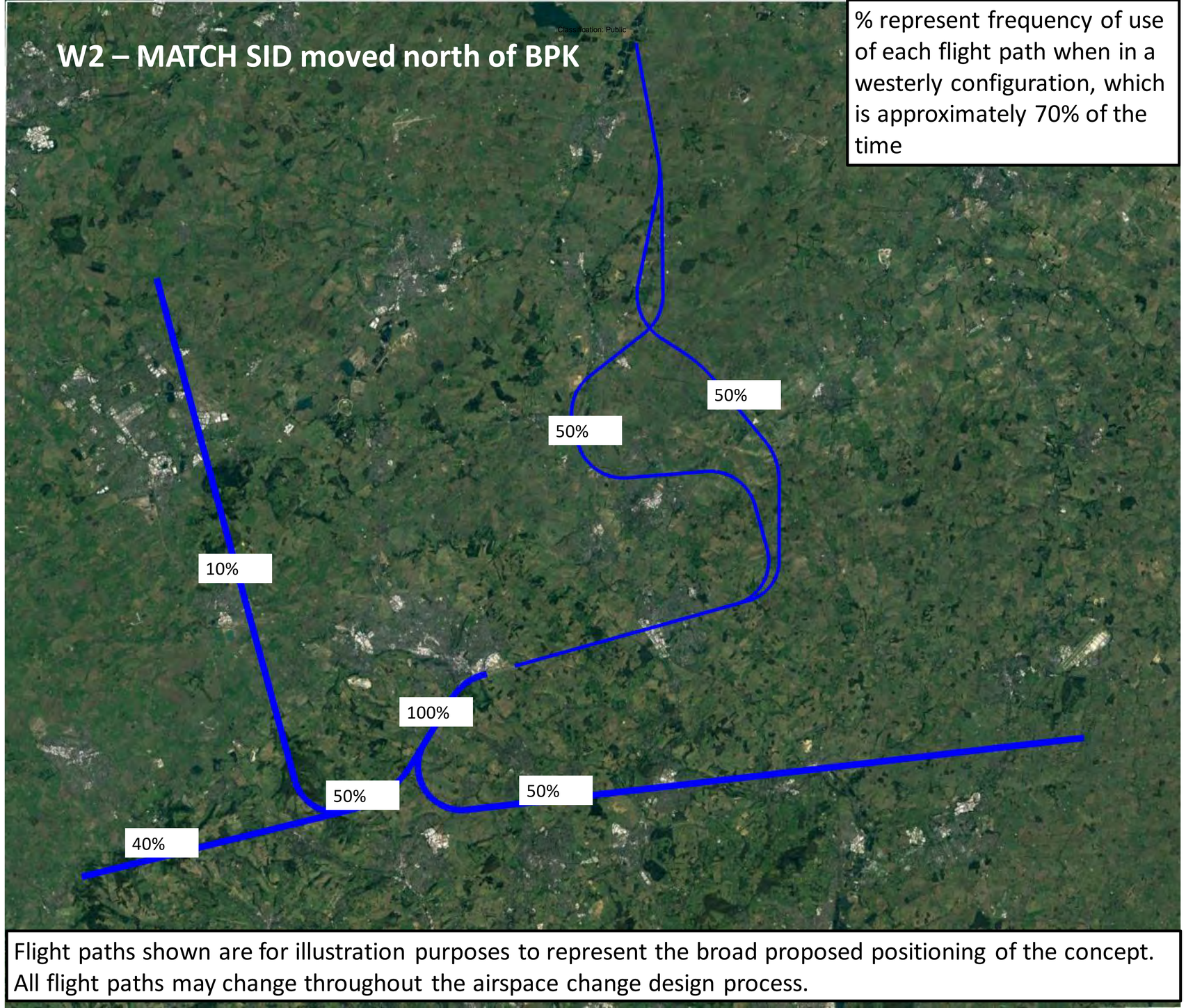


Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W2 – MATCH SID moved north of BPK

% represent frequency of use of each flight path when in a westerly configuration, which is approximately 70% of the time

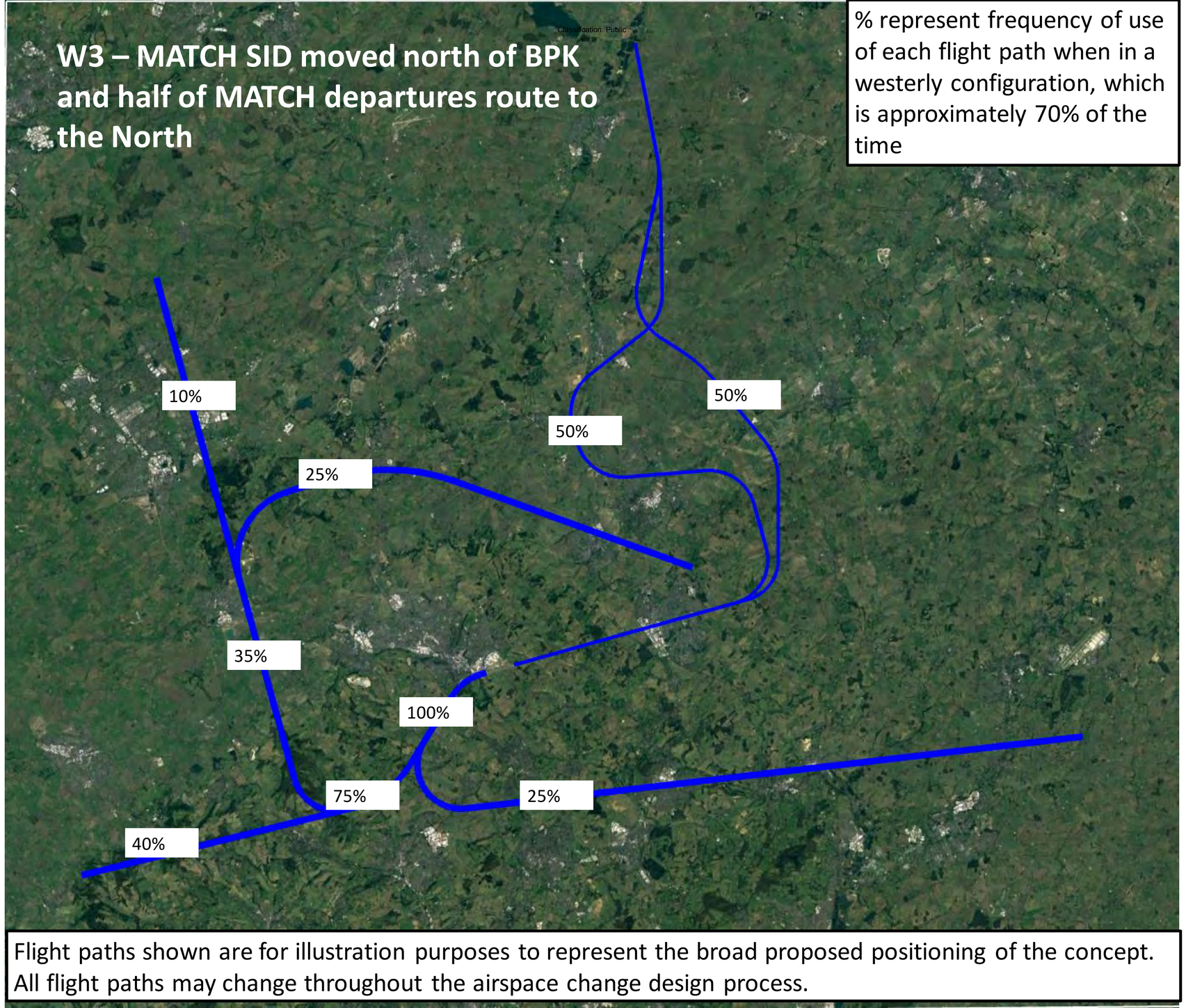


Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W3 – MATCH SID moved north of BPK and half of MATCH departures route to the North

% represent frequency of use of each flight path when in a westerly configuration, which is approximately 70% of the time

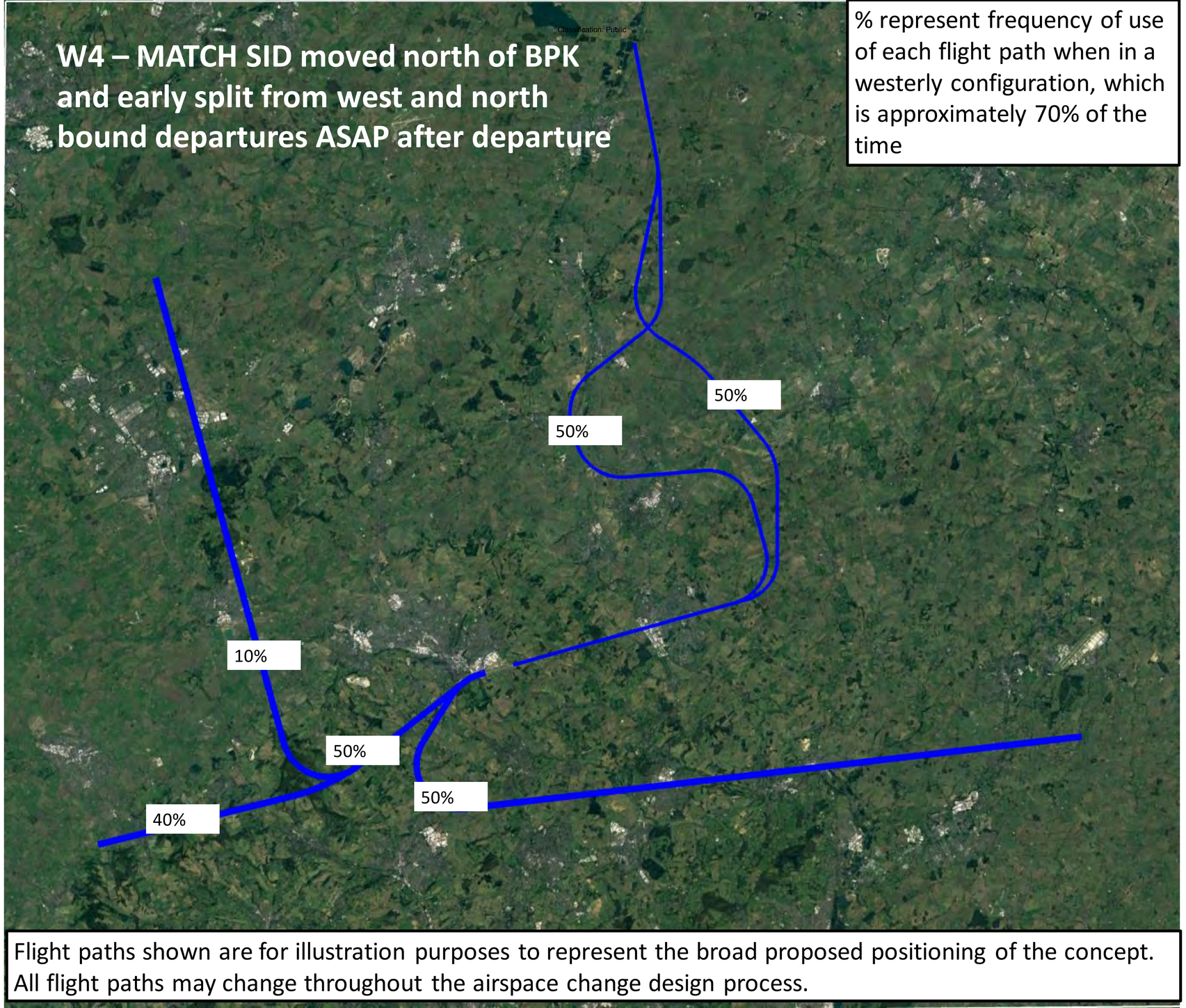


Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W4 – MATCH SID moved north of BPK and early split from west and north bound departures ASAP after departure

% represent frequency of use of each flight path when in a westerly configuration, which is approximately 70% of the time

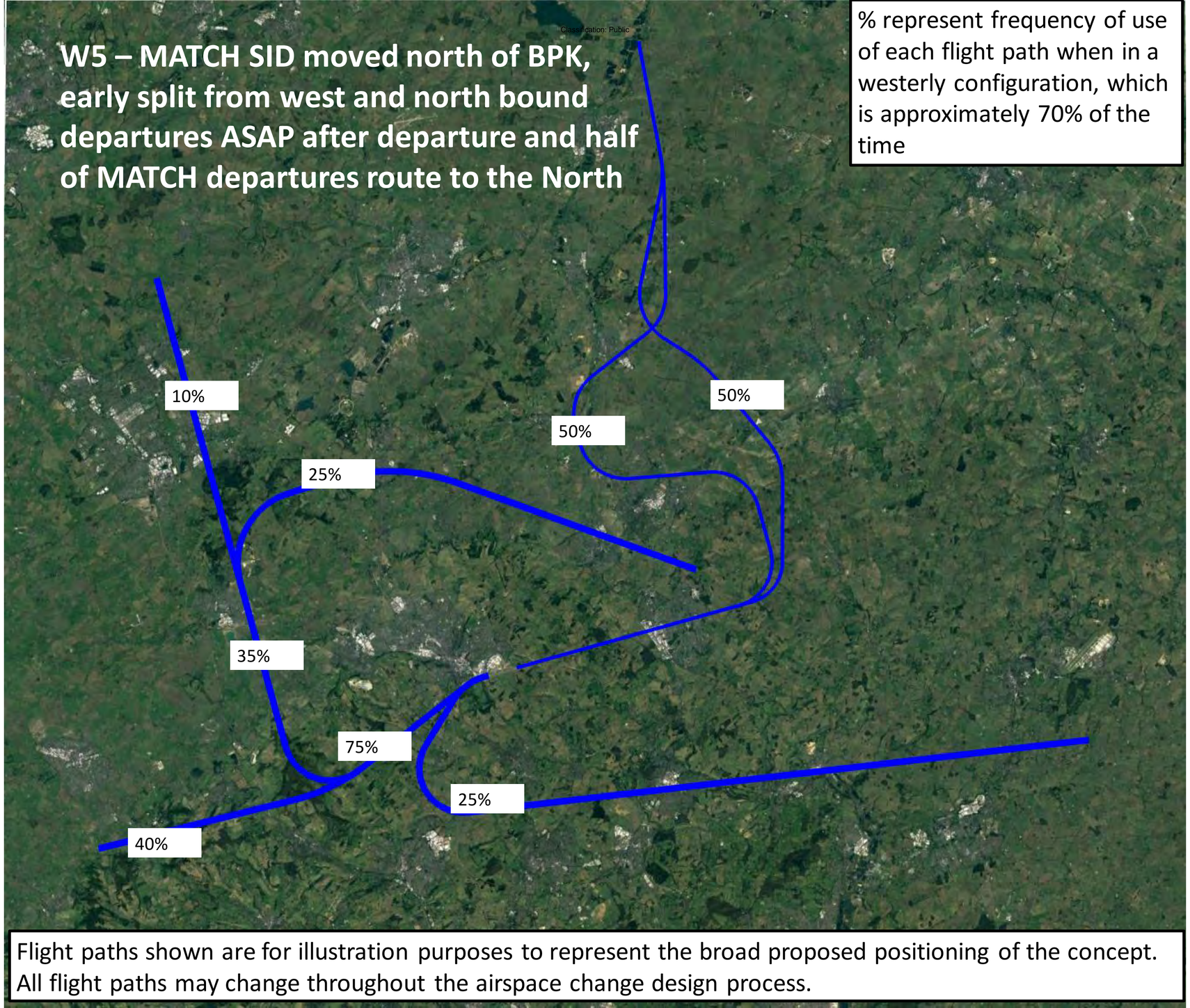


Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W5 – MATCH SID moved north of BPK, early split from west and north bound departures ASAP after departure and half of MATCH departures route to the North

% represent frequency of use of each flight path when in a westerly configuration, which is approximately 70% of the time

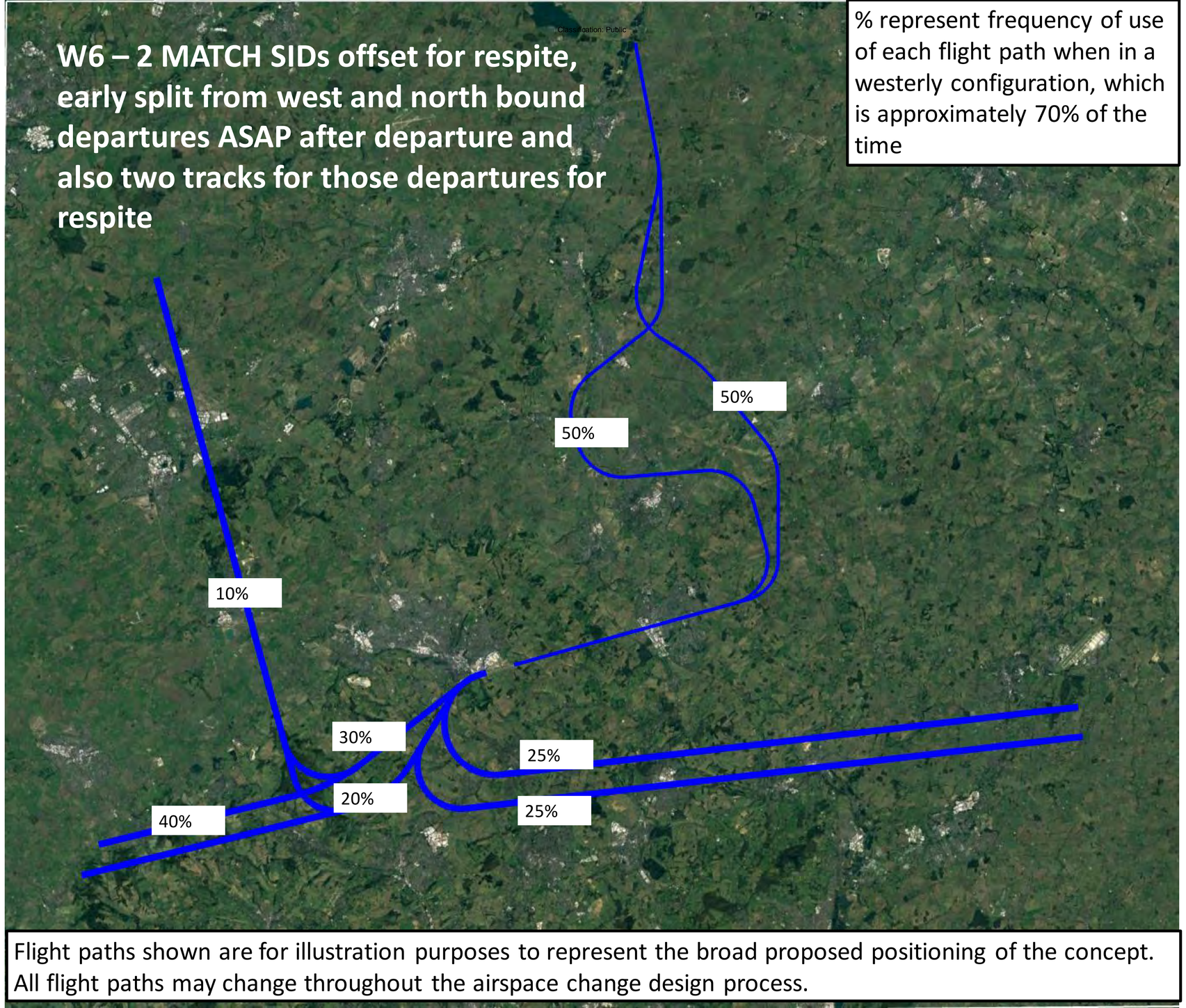


Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W6 – 2 MATCH SIDs offset for respite, early split from west and north bound departures ASAP after departure and also two tracks for those departures for respite

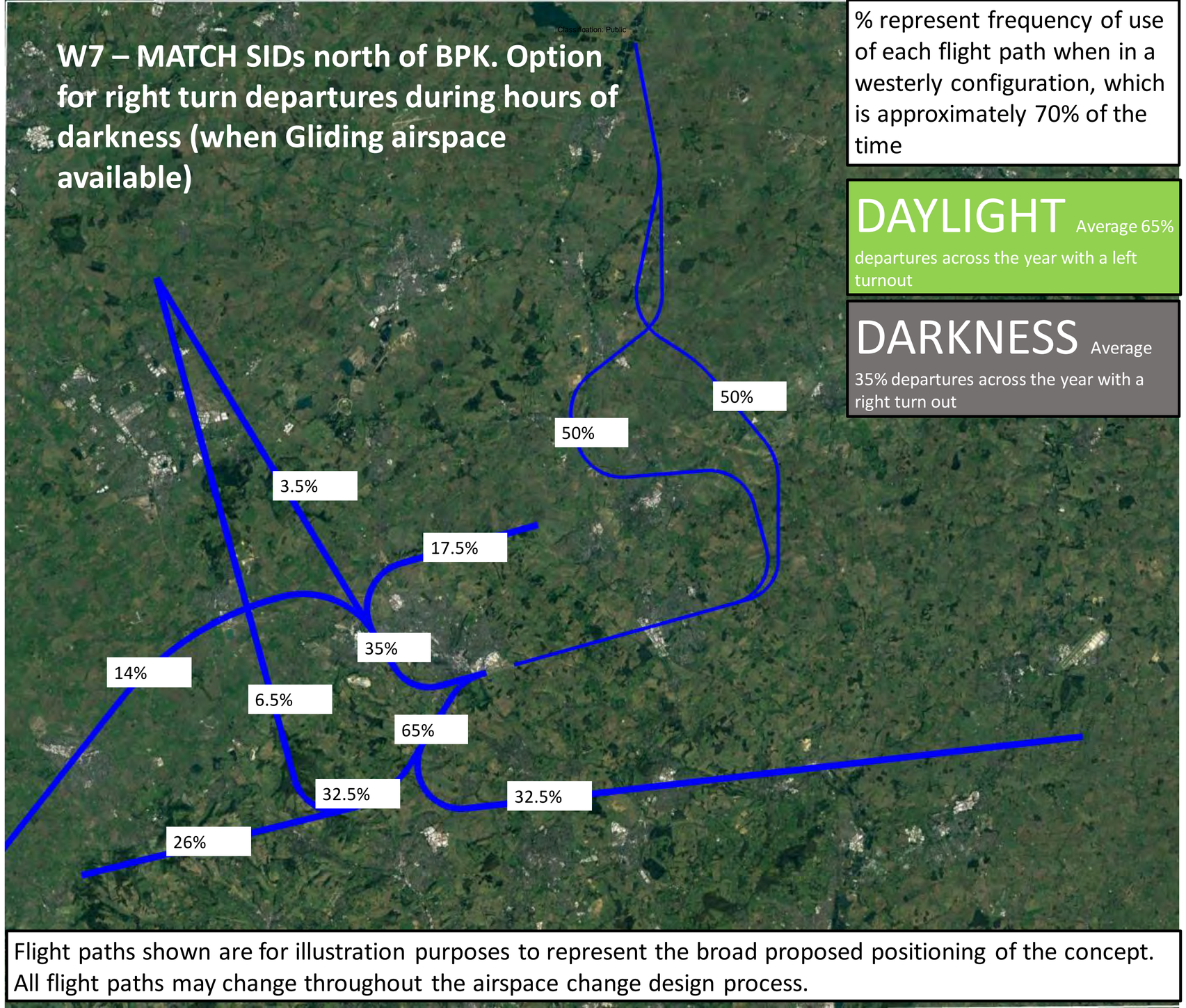
% represent frequency of use of each flight path when in a westerly configuration, which is approximately 70% of the time



Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W7 – MATCH SIDs north of BPK. Option for right turn departures during hours of darkness (when Gliding airspace available)



% represent frequency of use of each flight path when in a westerly configuration, which is approximately 70% of the time

DAYLIGHT Average 65% departures across the year with a left turnout

DARKNESS Average 35% departures across the year with a right turn out

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Easterly operations

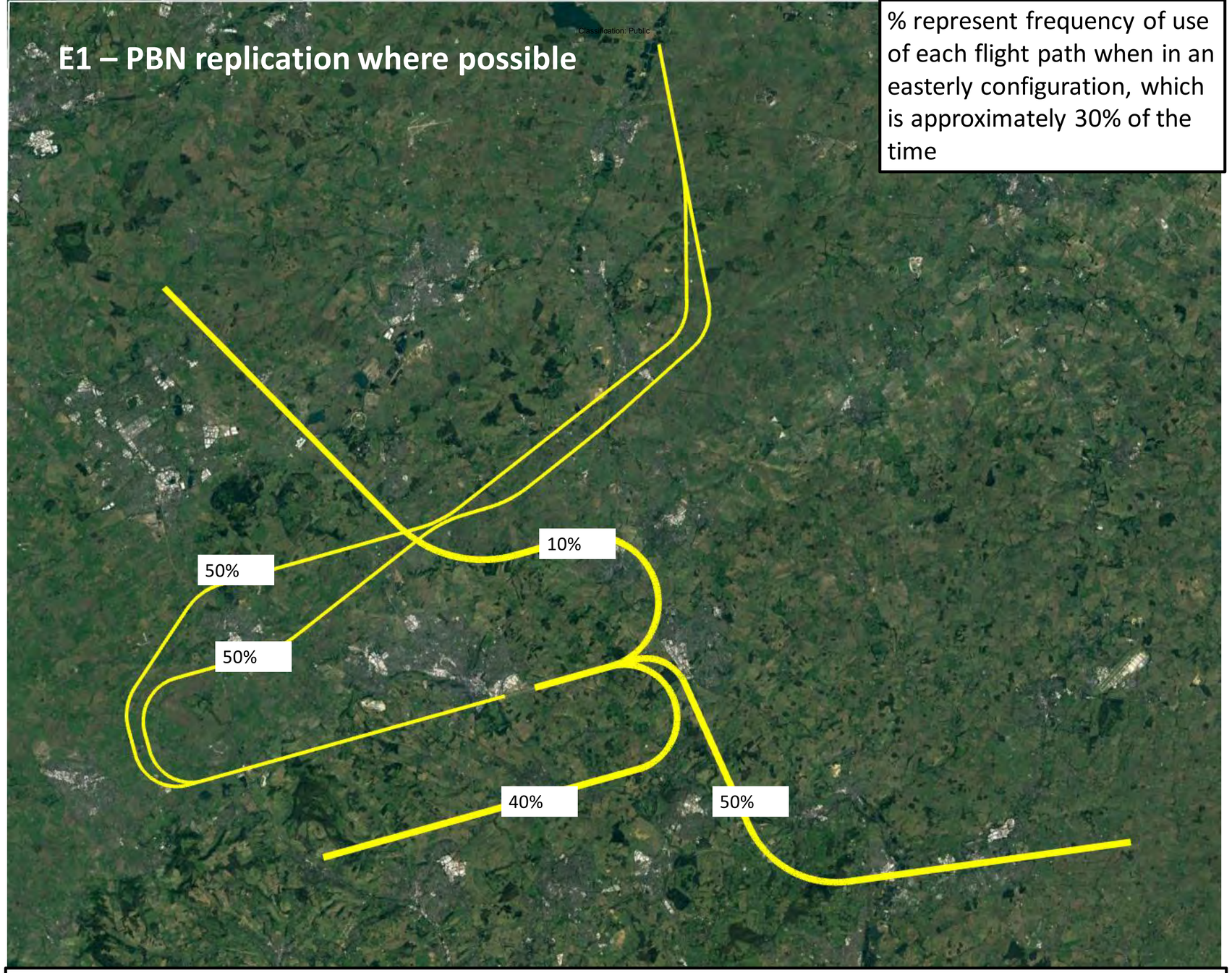
ALL FLIGHT PATHS ILLUSTRATIVE ONLY

% represents the approximate percentage of overflight in that area from Easterly operations only

Classification: Public

E1 – PBN replication where possible

% represent frequency of use of each flight path when in an easterly configuration, which is approximately 30% of the time



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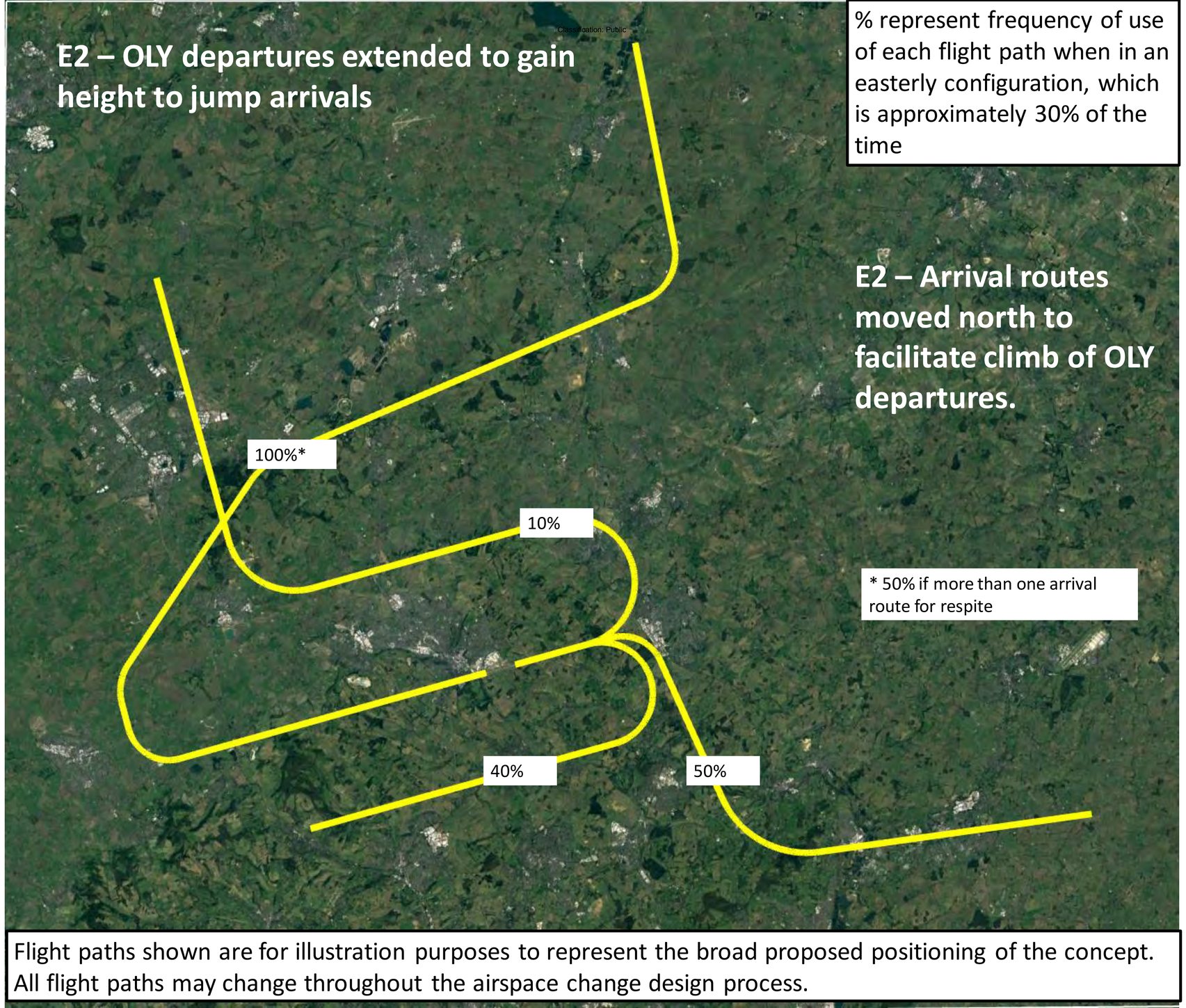
Classification: Public

E2 – OLY departures extended to gain height to jump arrivals

% represent frequency of use of each flight path when in an easterly configuration, which is approximately 30% of the time

E2 – Arrival routes moved north to facilitate climb of OLY departures.



* 50% if more than one arrival route for respite

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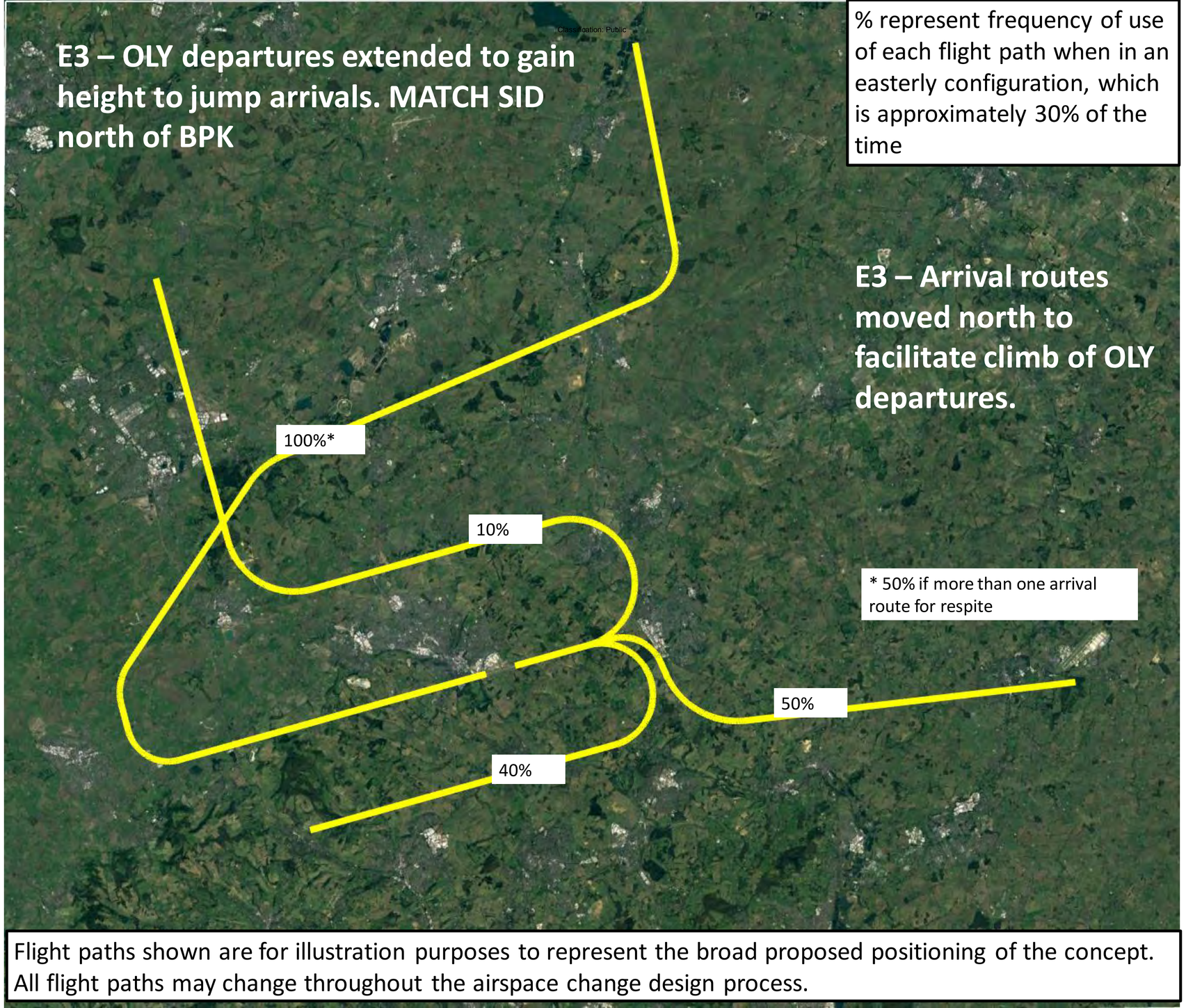
Classification: Public



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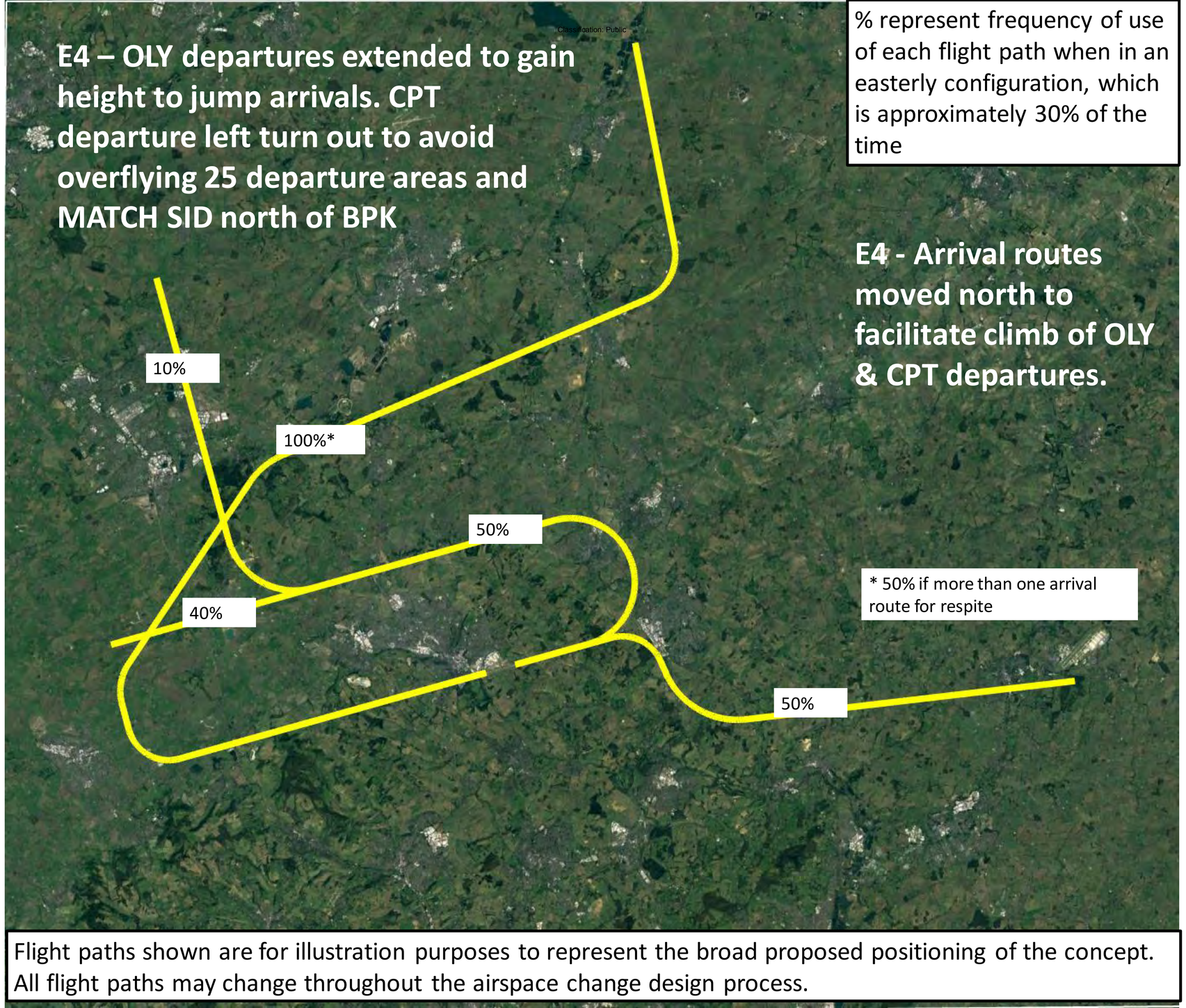

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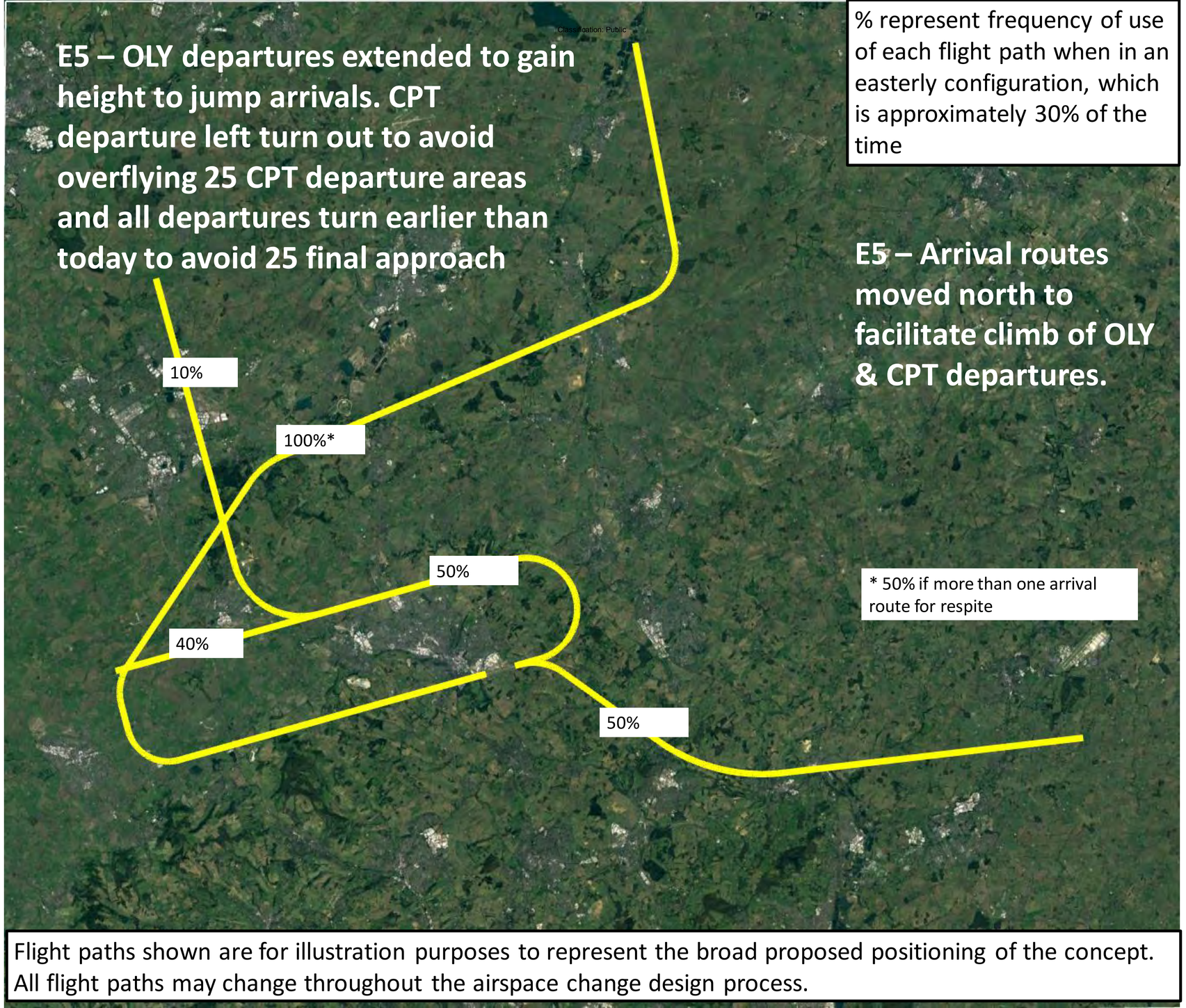

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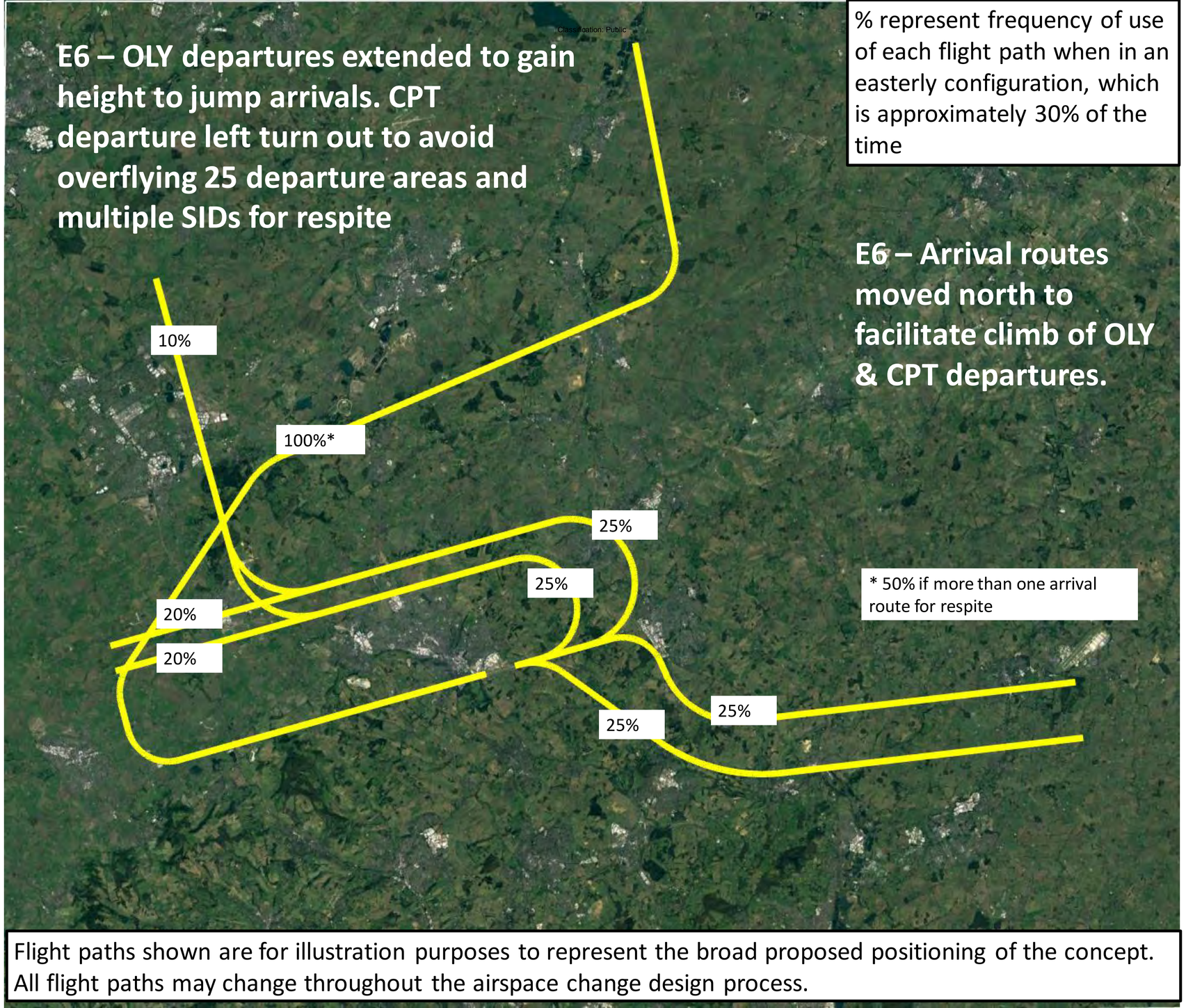
Classification: Public

% represent frequency of use of each flight path when in an easterly configuration, which is approximately 30% of the time

E6 – OLY departures extended to gain height to jump arrivals. CPT departure left turn out to avoid overflying 25 departure areas and multiple SIDs for respite

E6 – Arrival routes moved north to facilitate climb of OLY & CPT departures.



* 50% if more than one arrival route for respite

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Classification: Public

Easterly & Westerly system options

ALL FLIGHT PATHS ILLUSTRATIVE ONLY

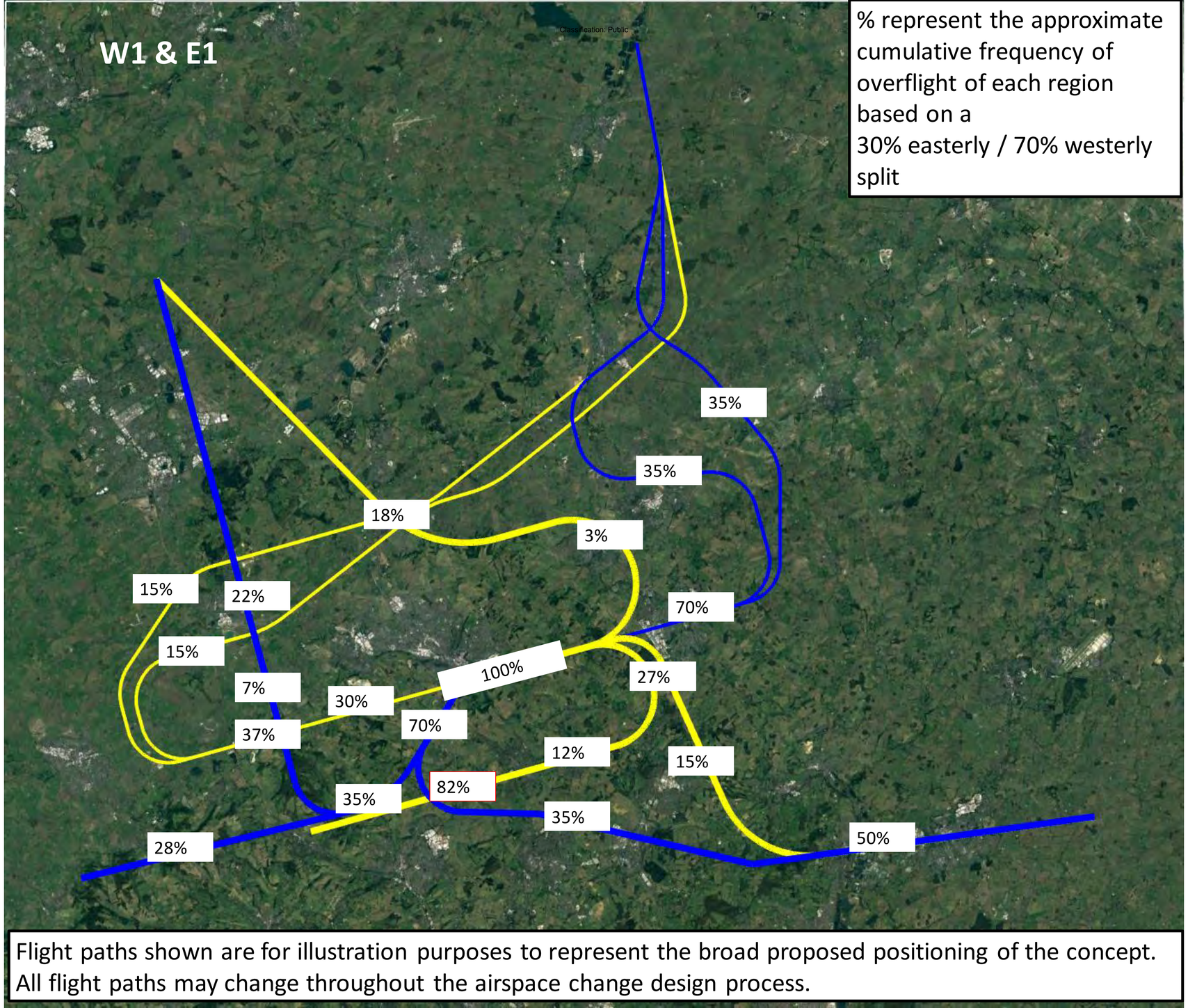
The following slides show approximate % of overflight per year in that area, based on 30/70 E/W split

	Westerly (RWY25)	Easterly (RWY 07)
MATCH	50 (35%)	50 (15%)
CPT	40 (28%)	40 (12%)
OLY	10 (7%)	10 (3%)

Classification: Public

W1 & E1

% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split



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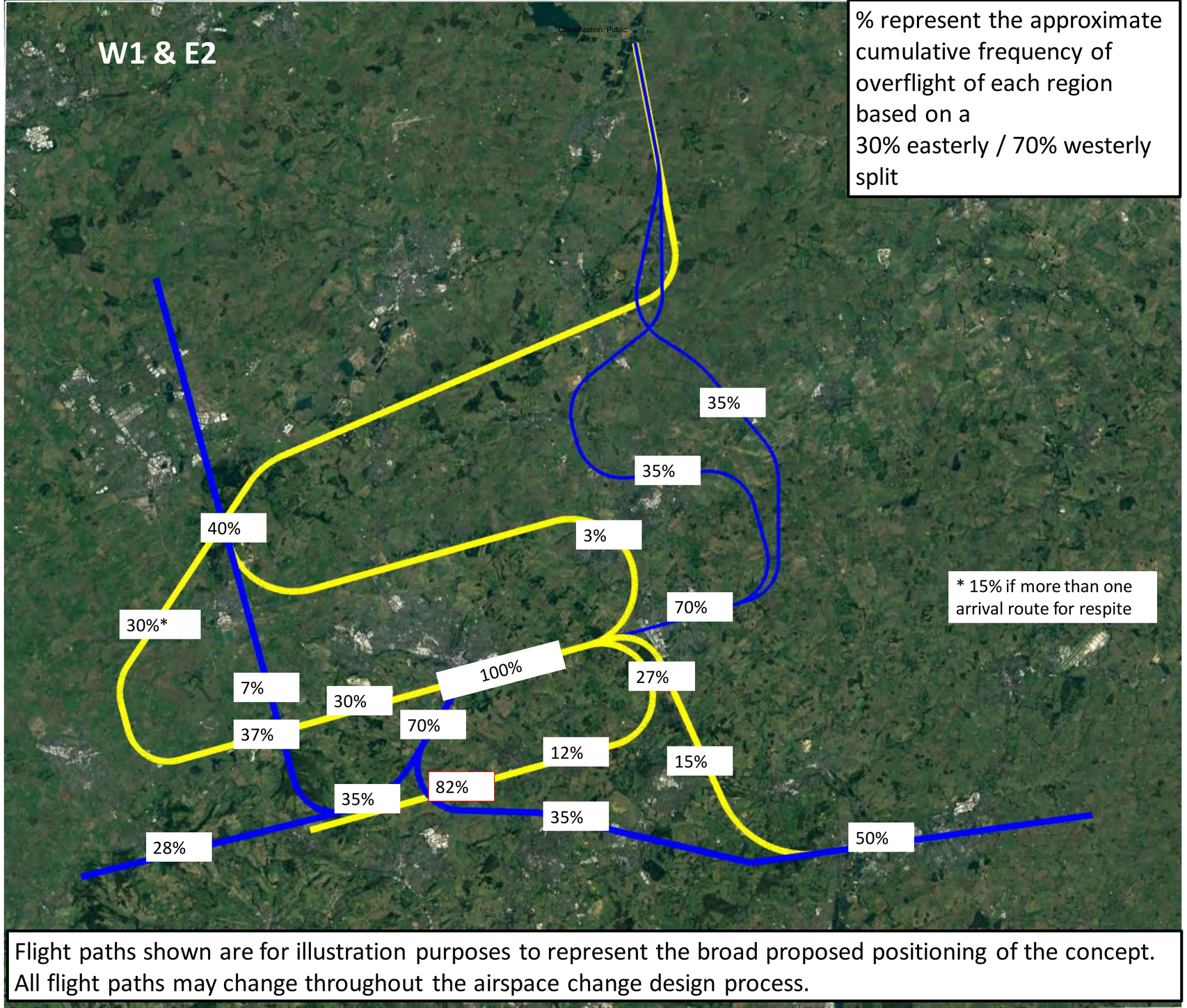
Classification: Public

W1 & E2

% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split



* 15% if more than one arrival route for respite

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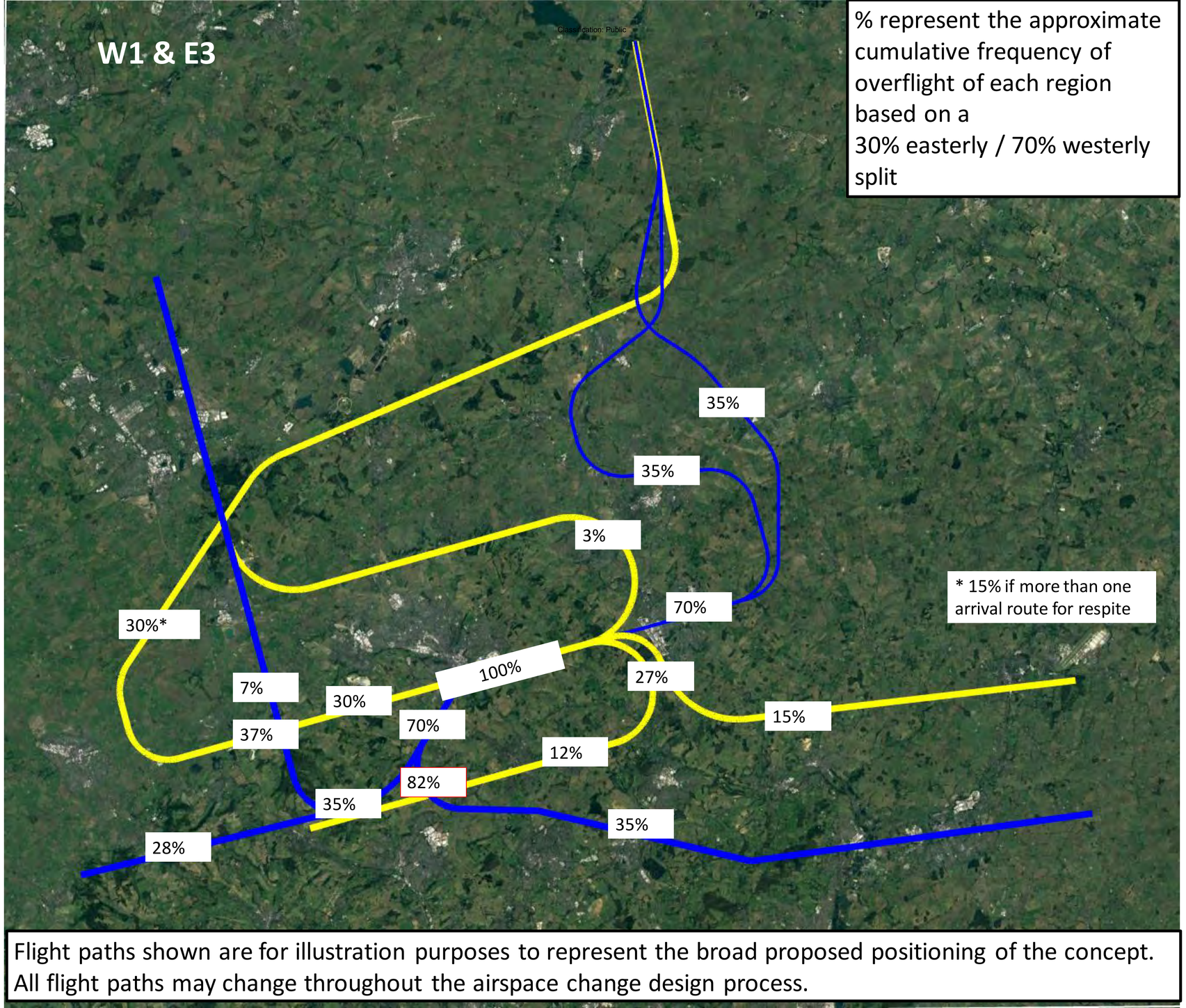
Classification: Public

W1 & E3



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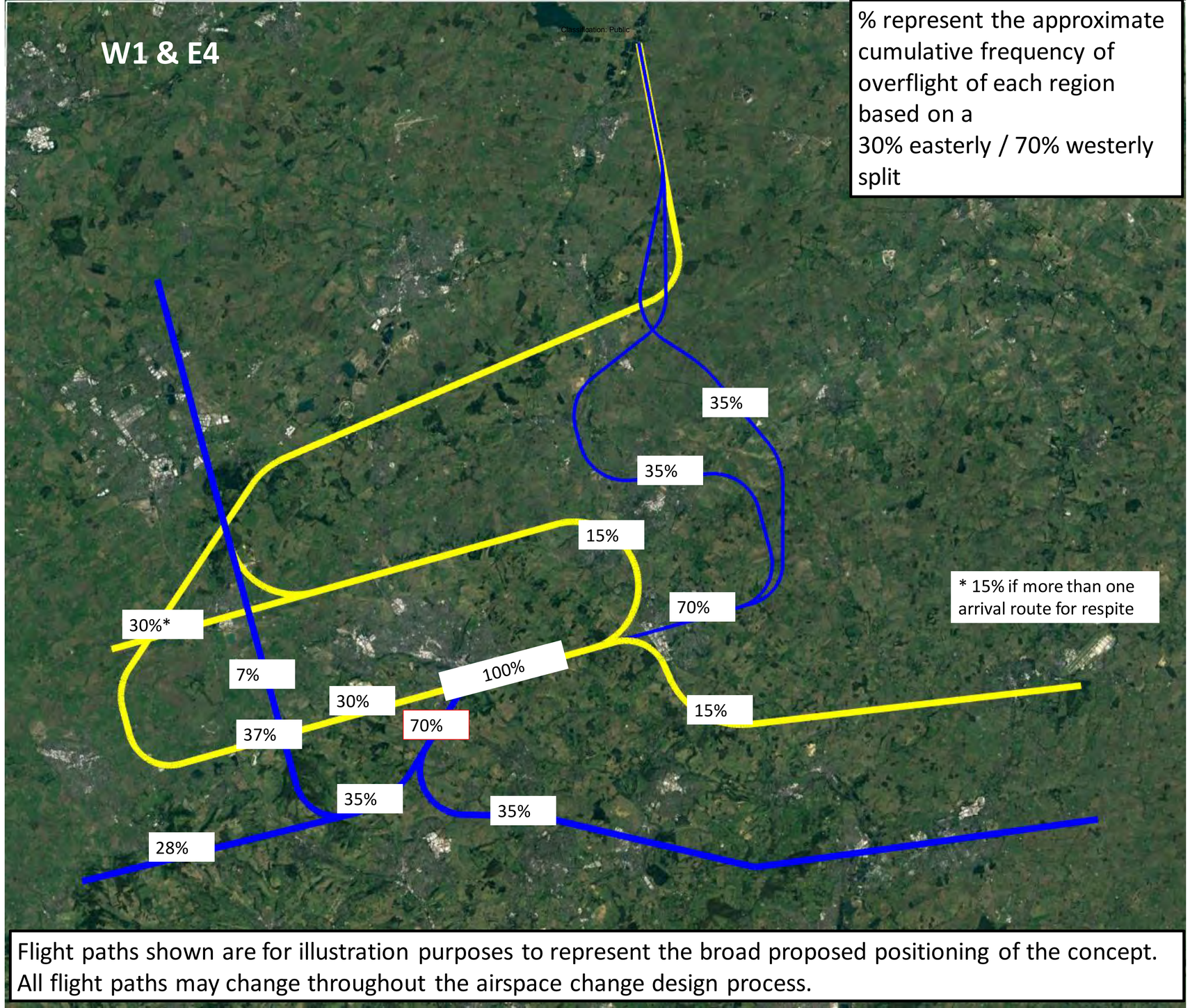
Classification: Public

W1 & E4



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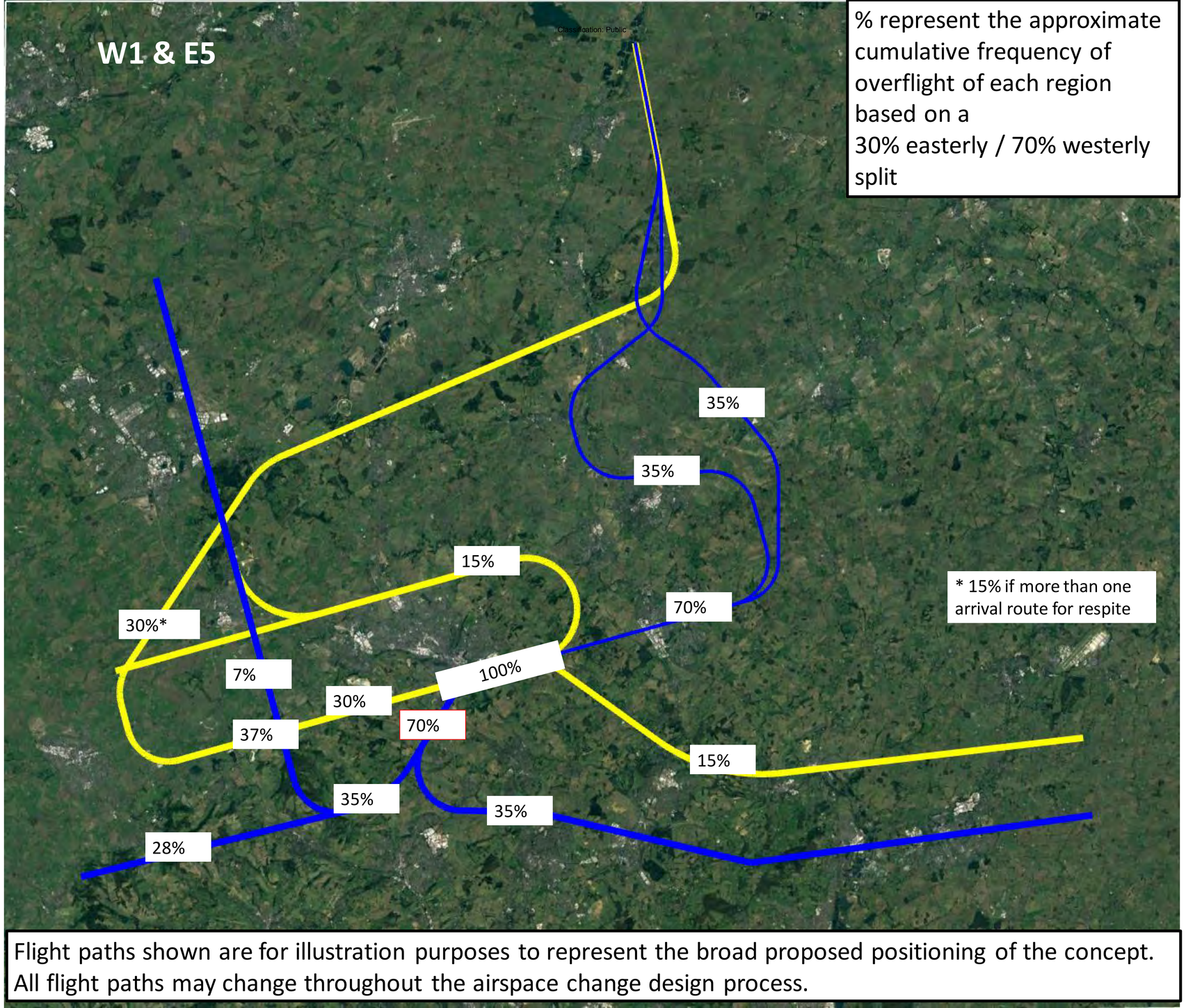
Classification: Public

W1 & E5

% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split



* 15% if more than one arrival route for respite

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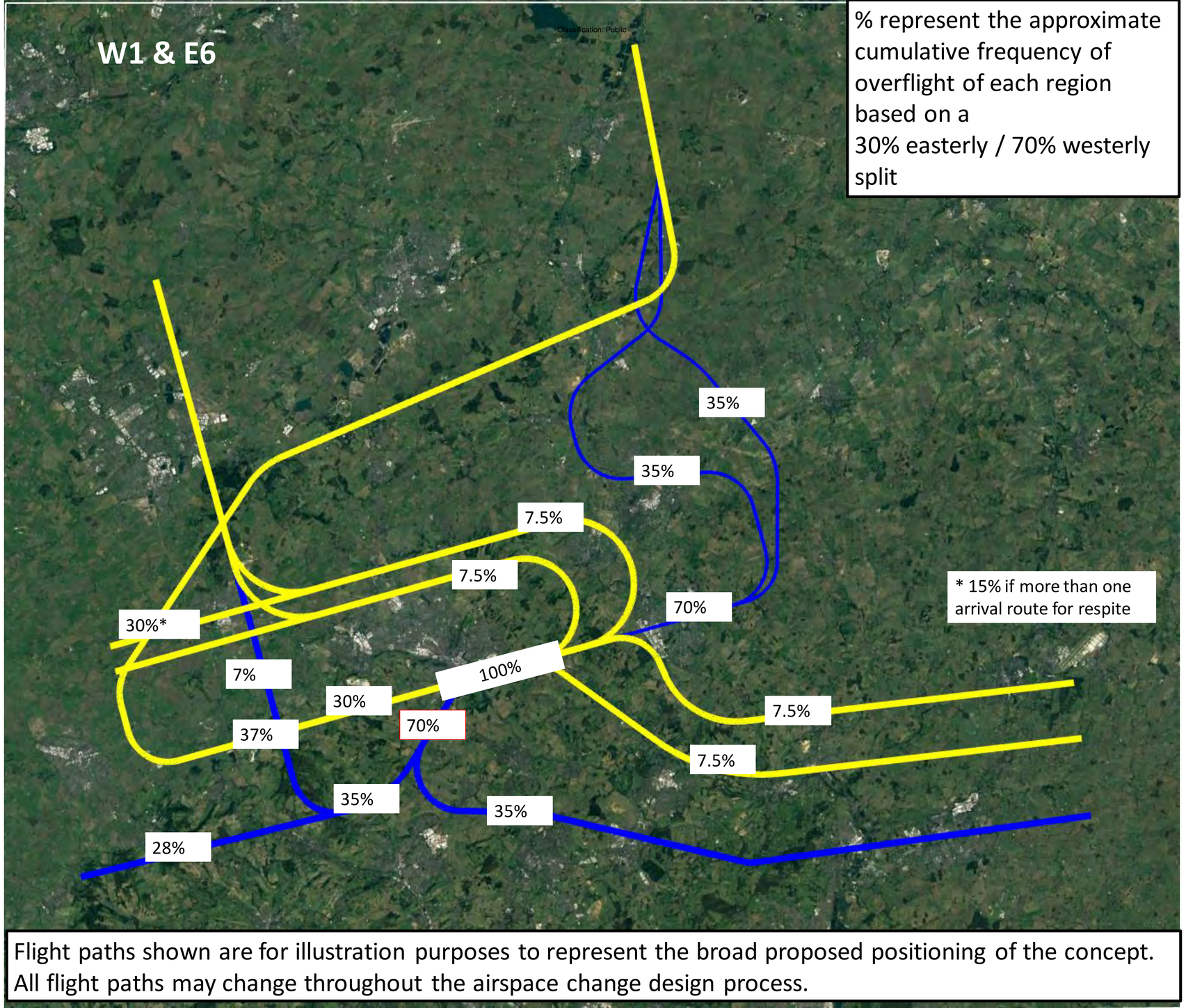
Classification: Public

W1 & E6

% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split



* 15% if more than one arrival route for respite

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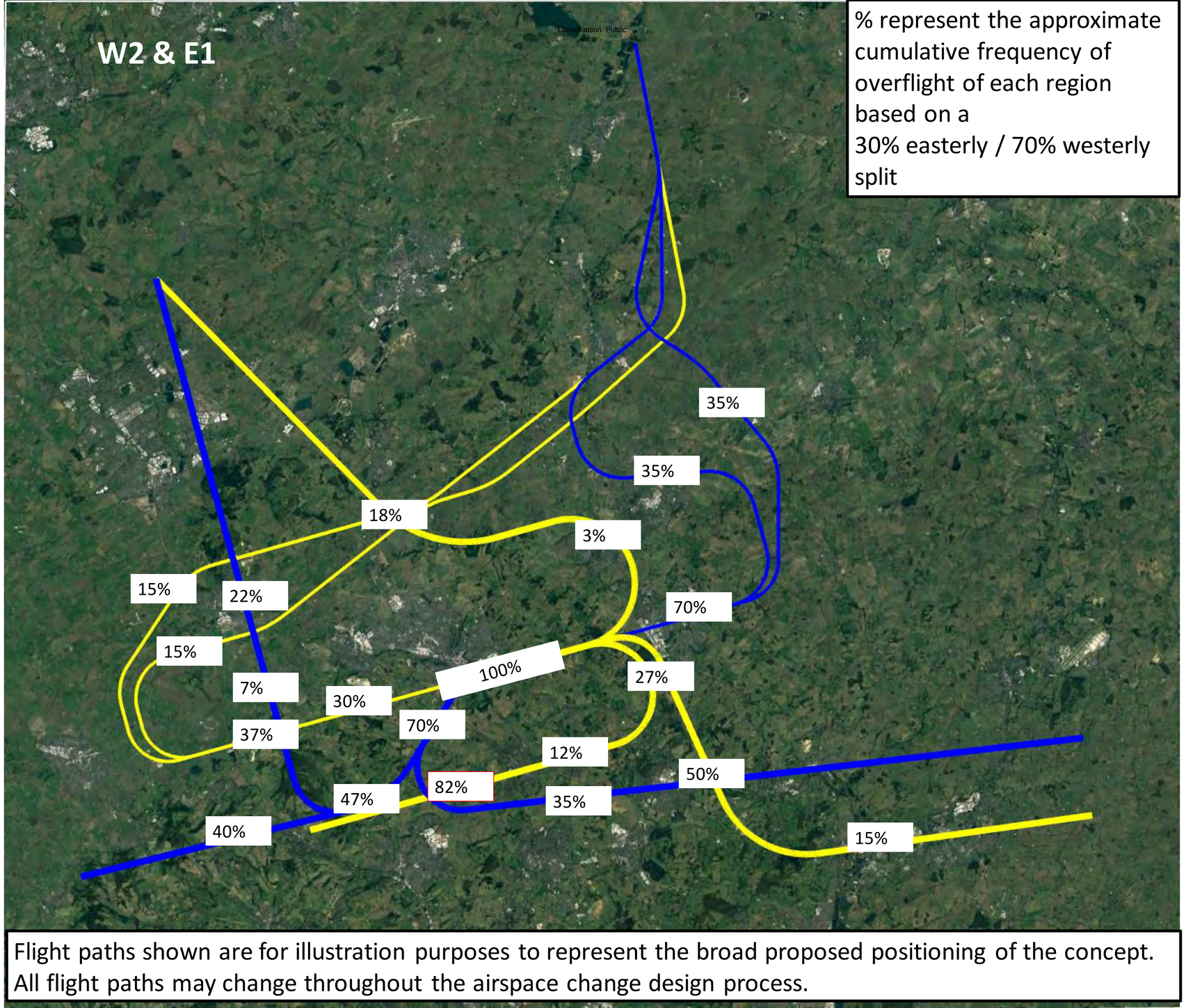
Classification: Public

W2 & E1

% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split



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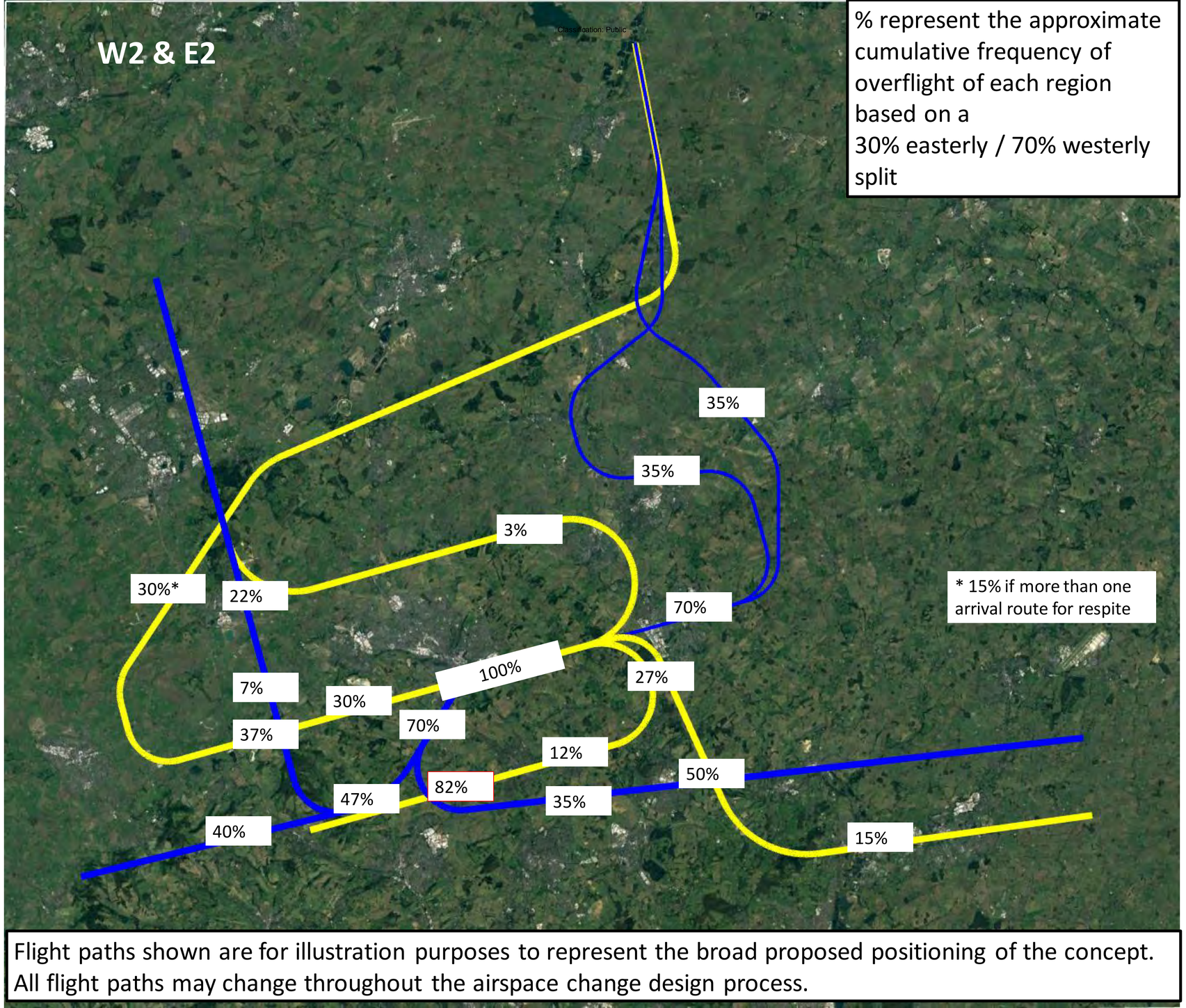
Classification: Public

W2 & E2



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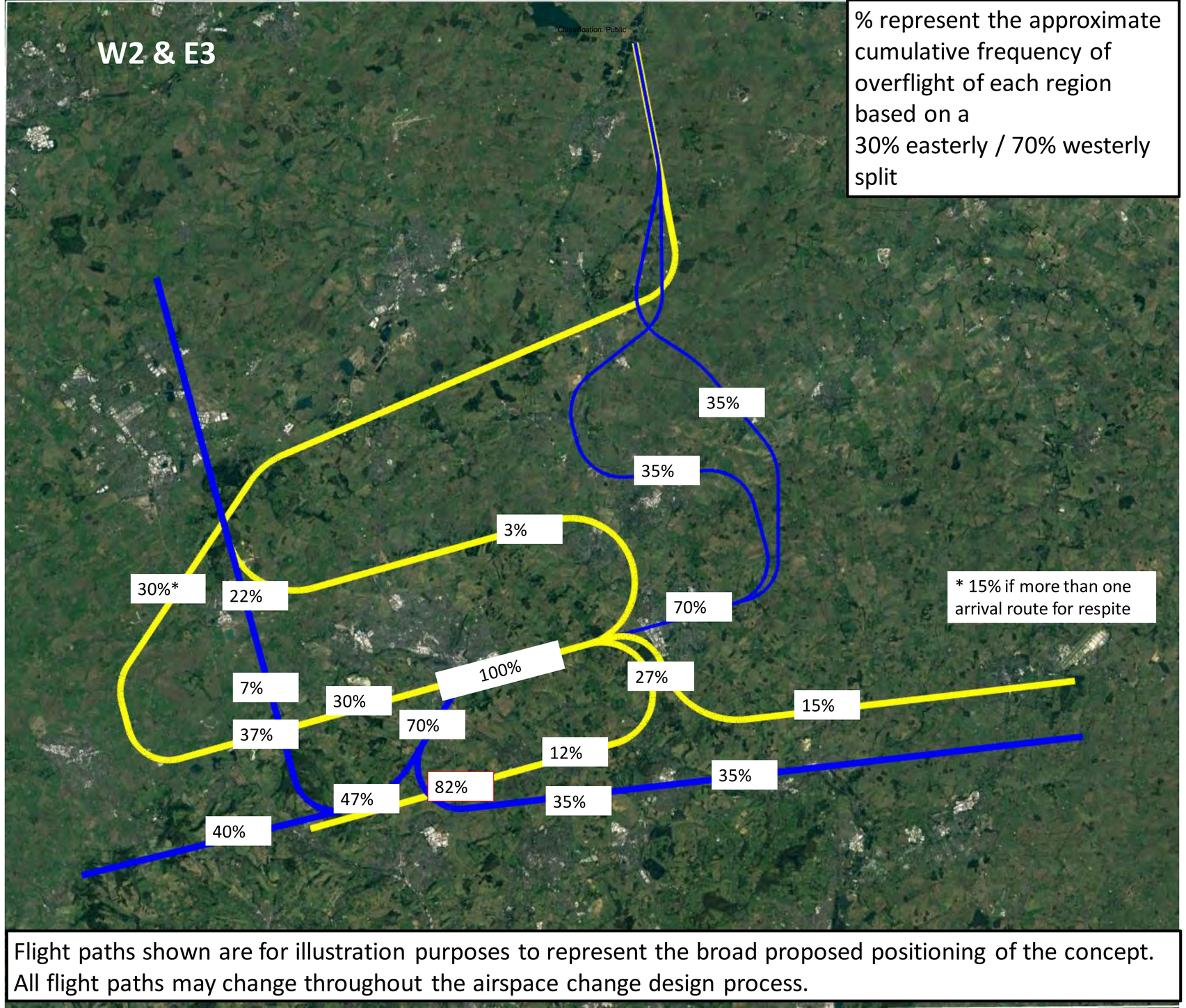
Classification: Public

W2 & E3



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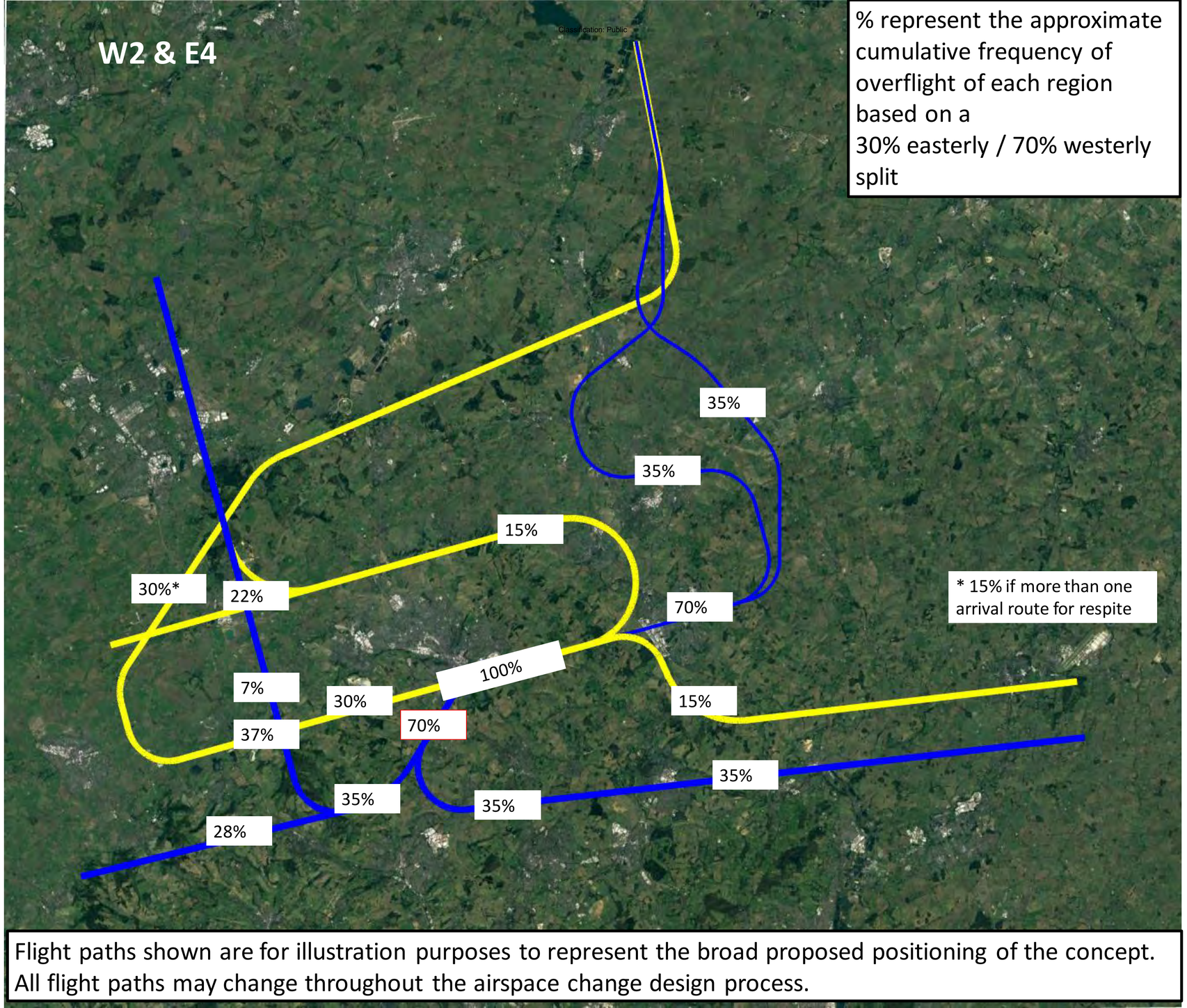
W2 & E4



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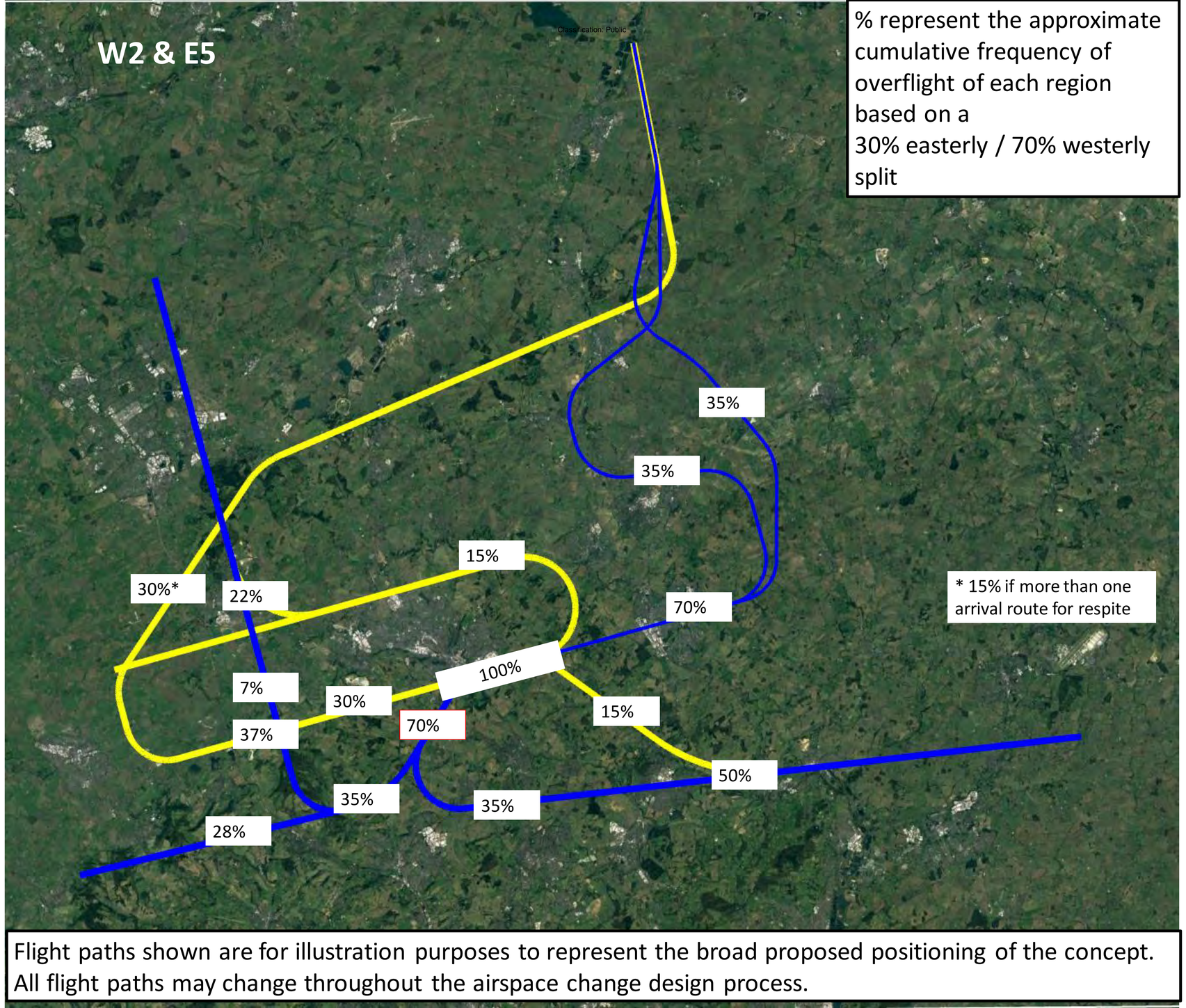
Classification: Public

W2 & E5



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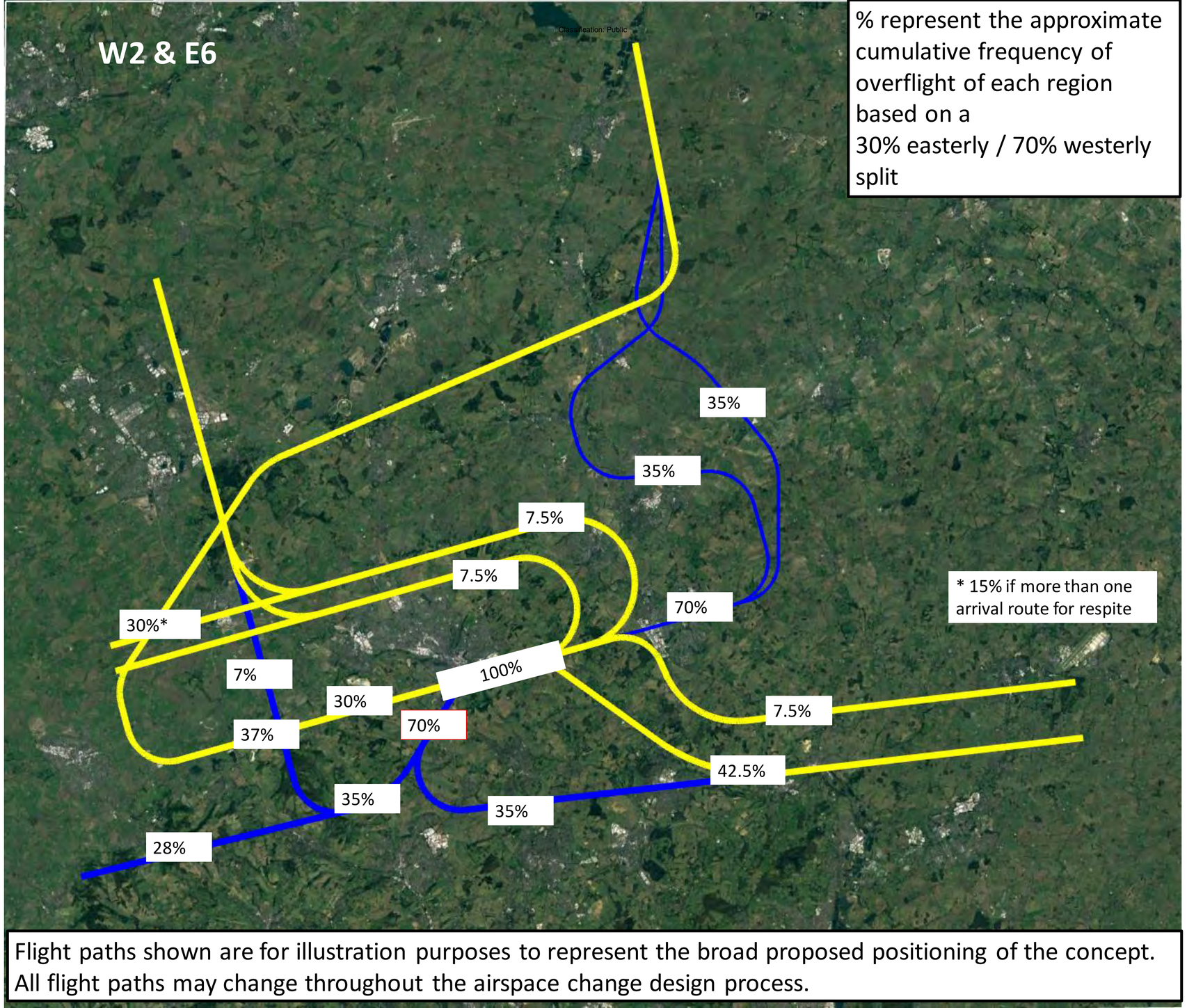
Classification: Public

W2 & E6



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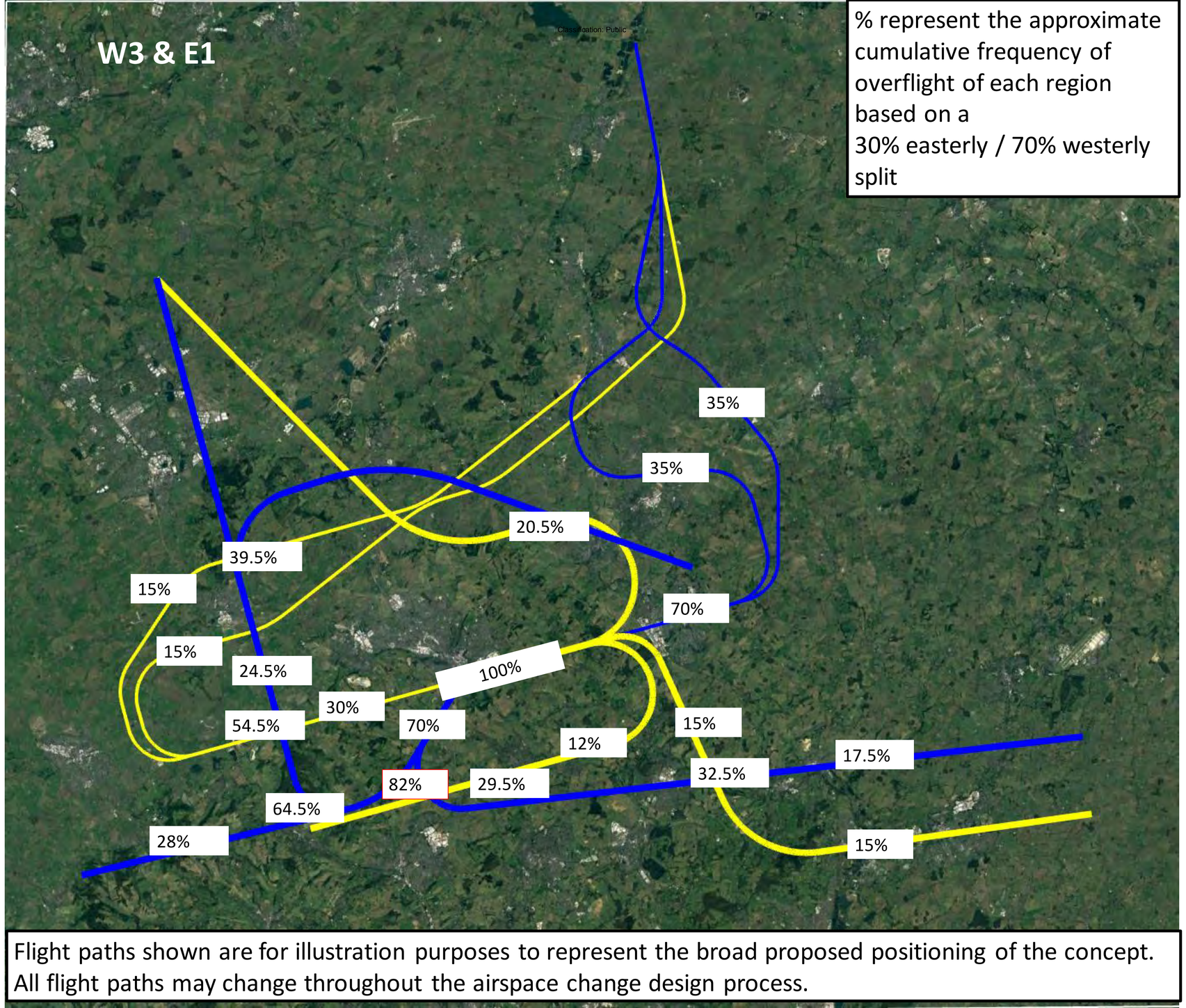
Classification: Public

W3 & E1

% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split



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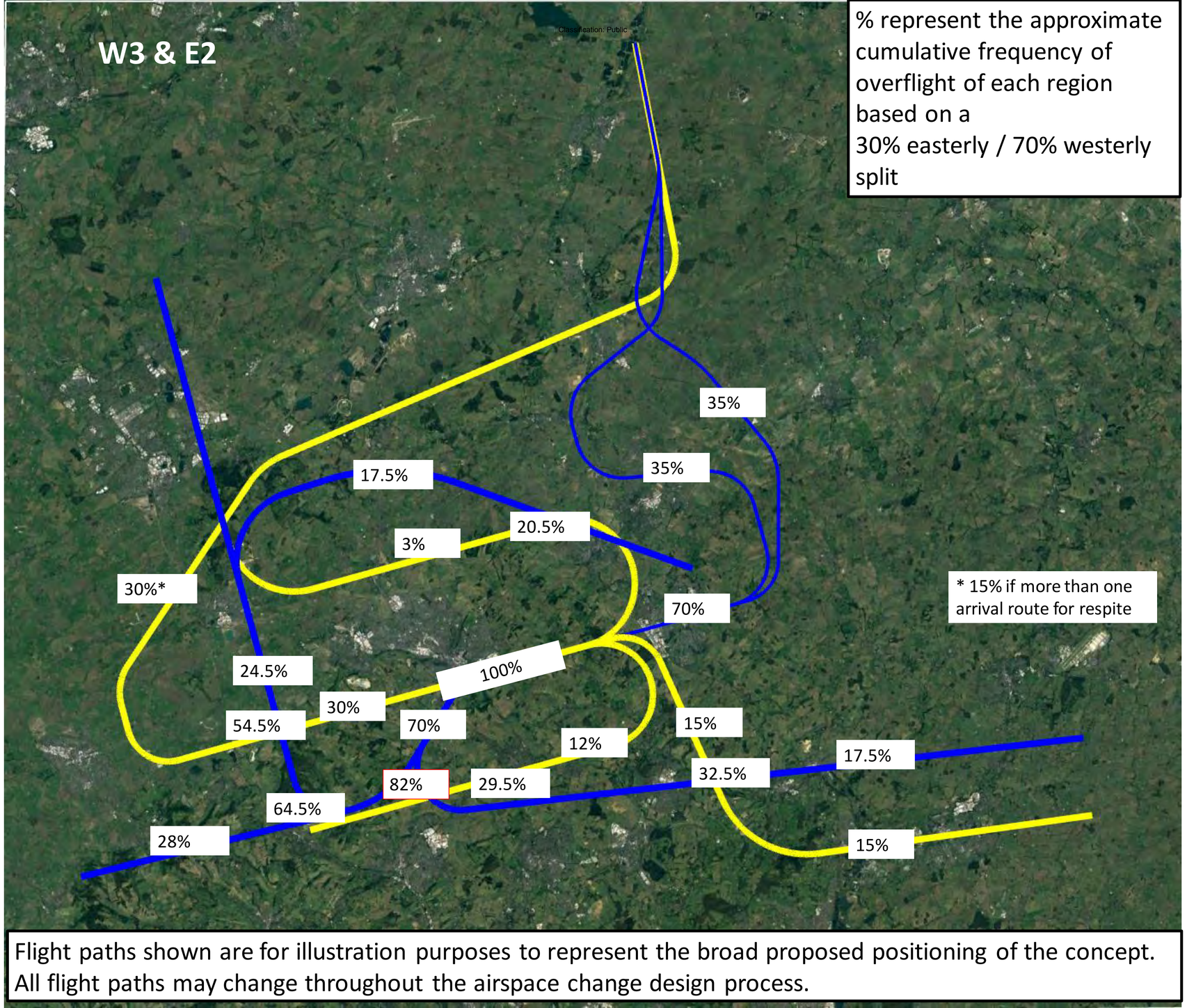
Classification: Public

W3 & E2



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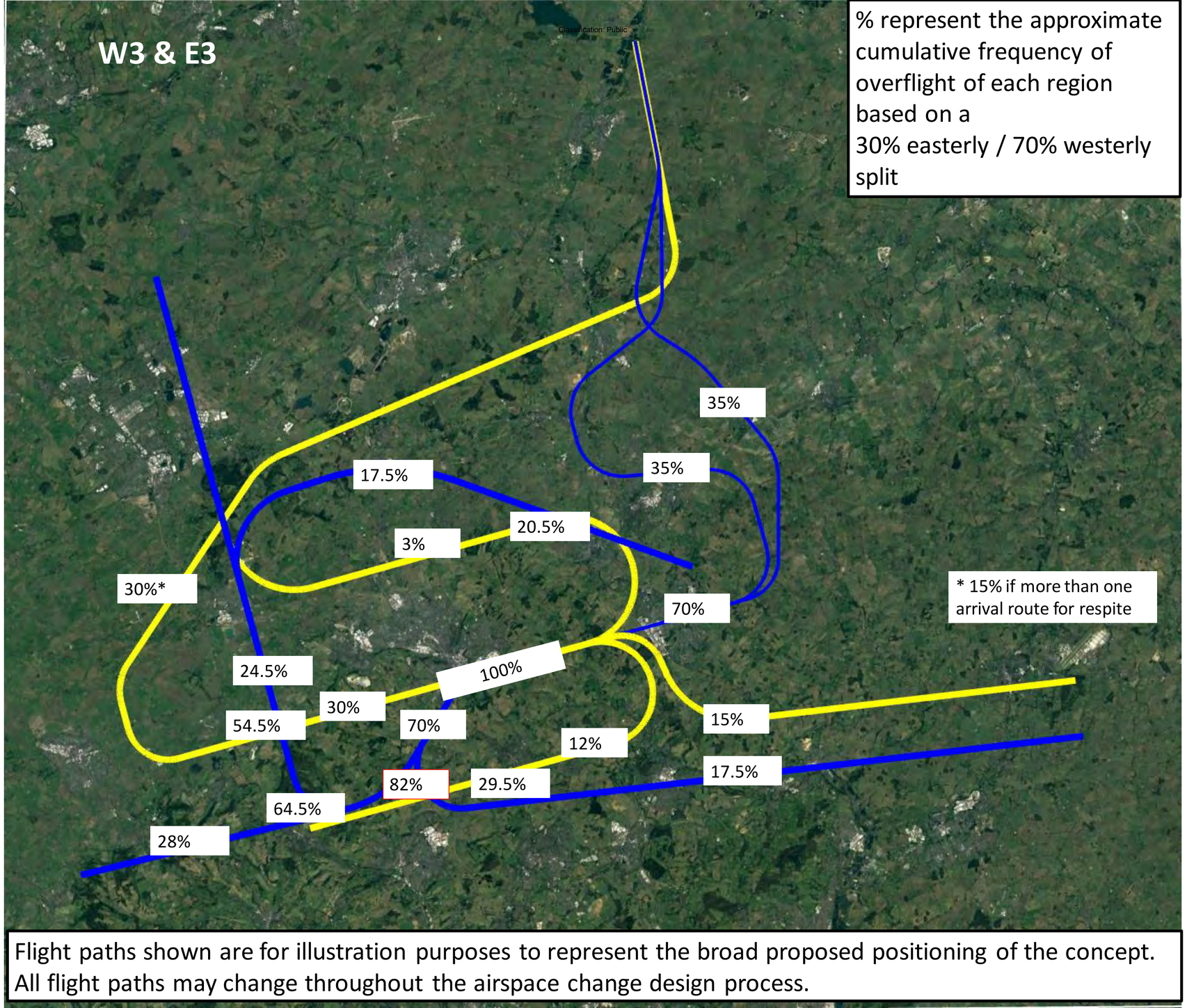
Classification: Public

W3 & E3



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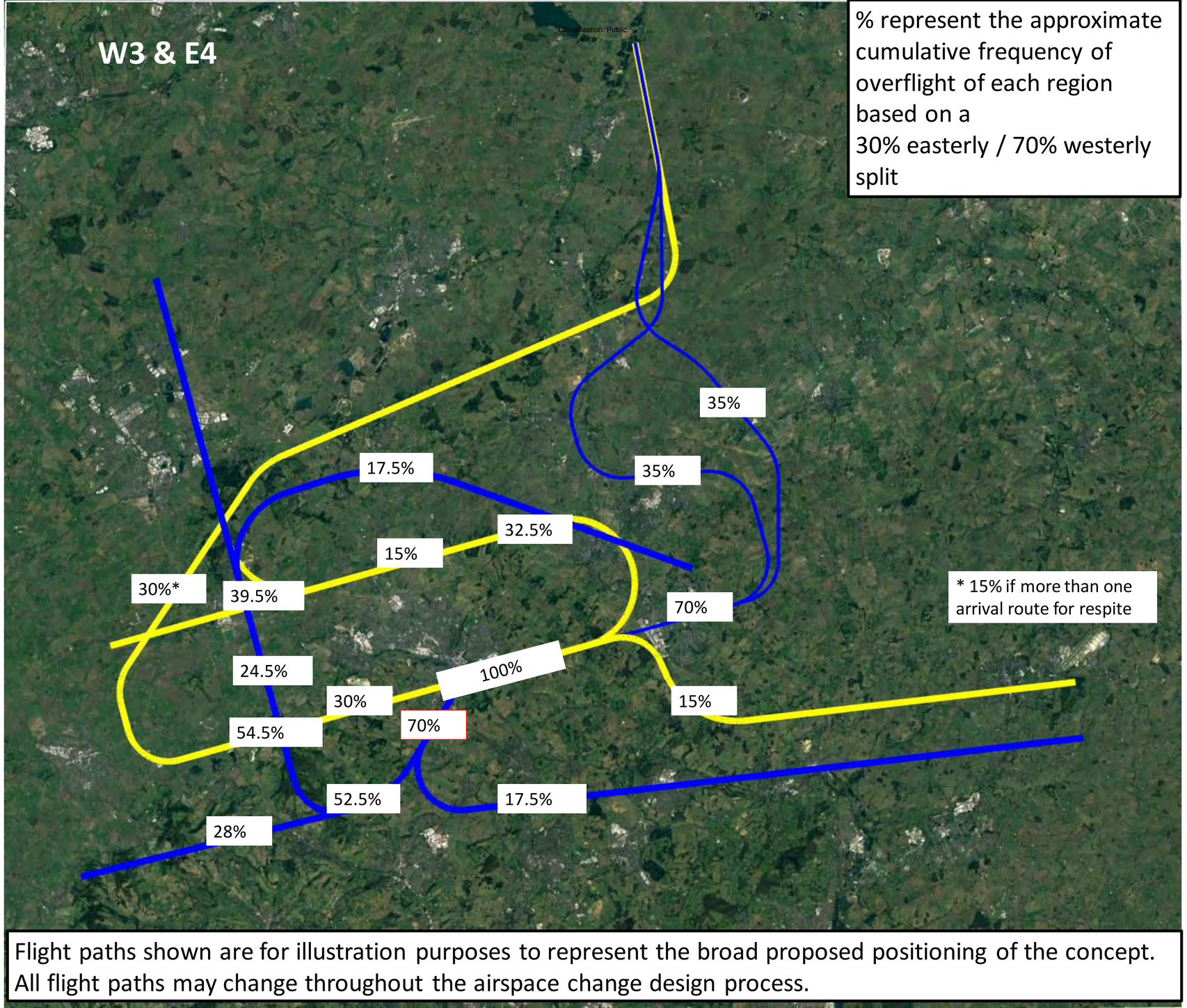
Classification: Public

W3 & E4

% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split



* 15% if more than one arrival route for respite

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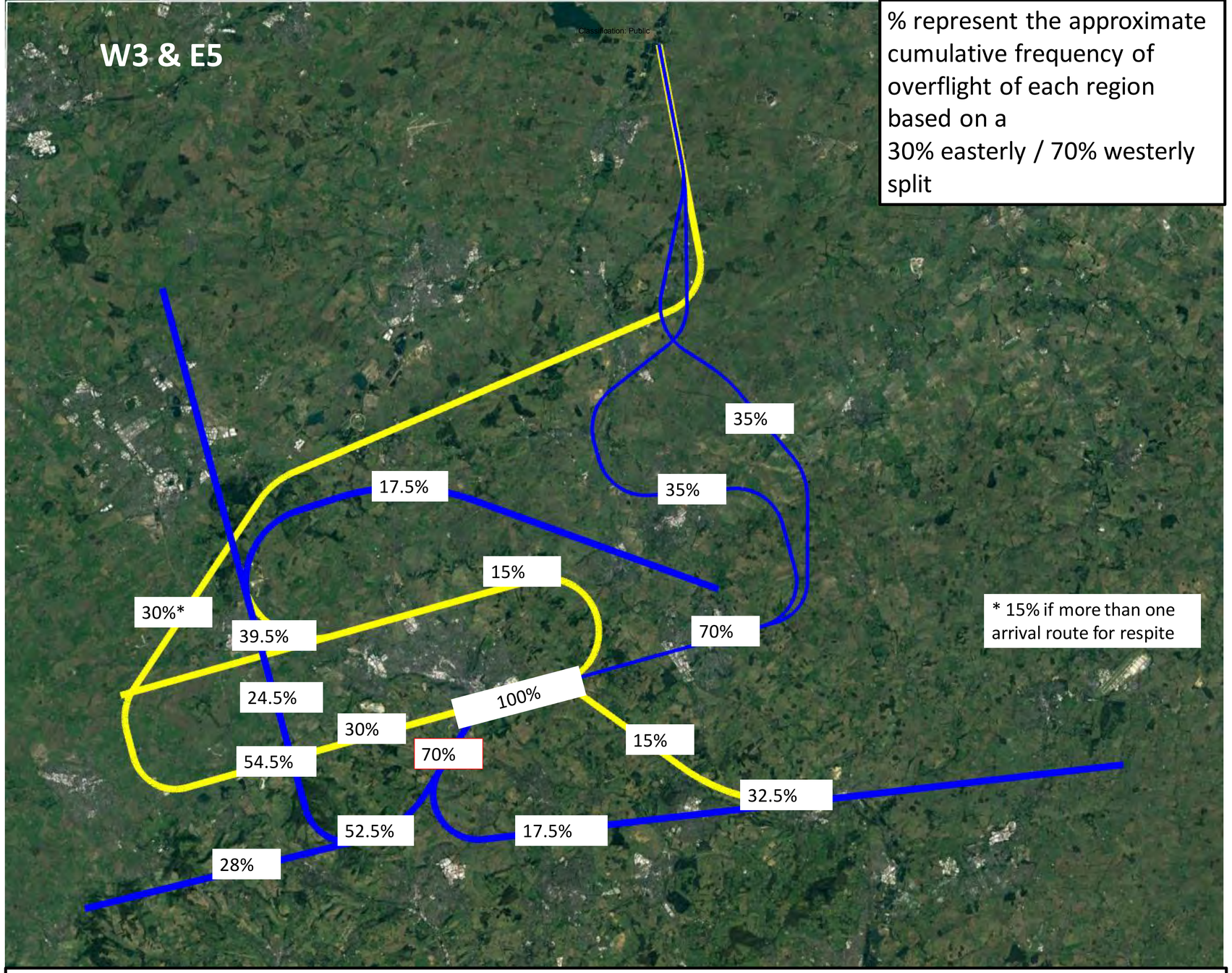
Classification: Public

W3 & E5



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Classification: Public

W3 & E6

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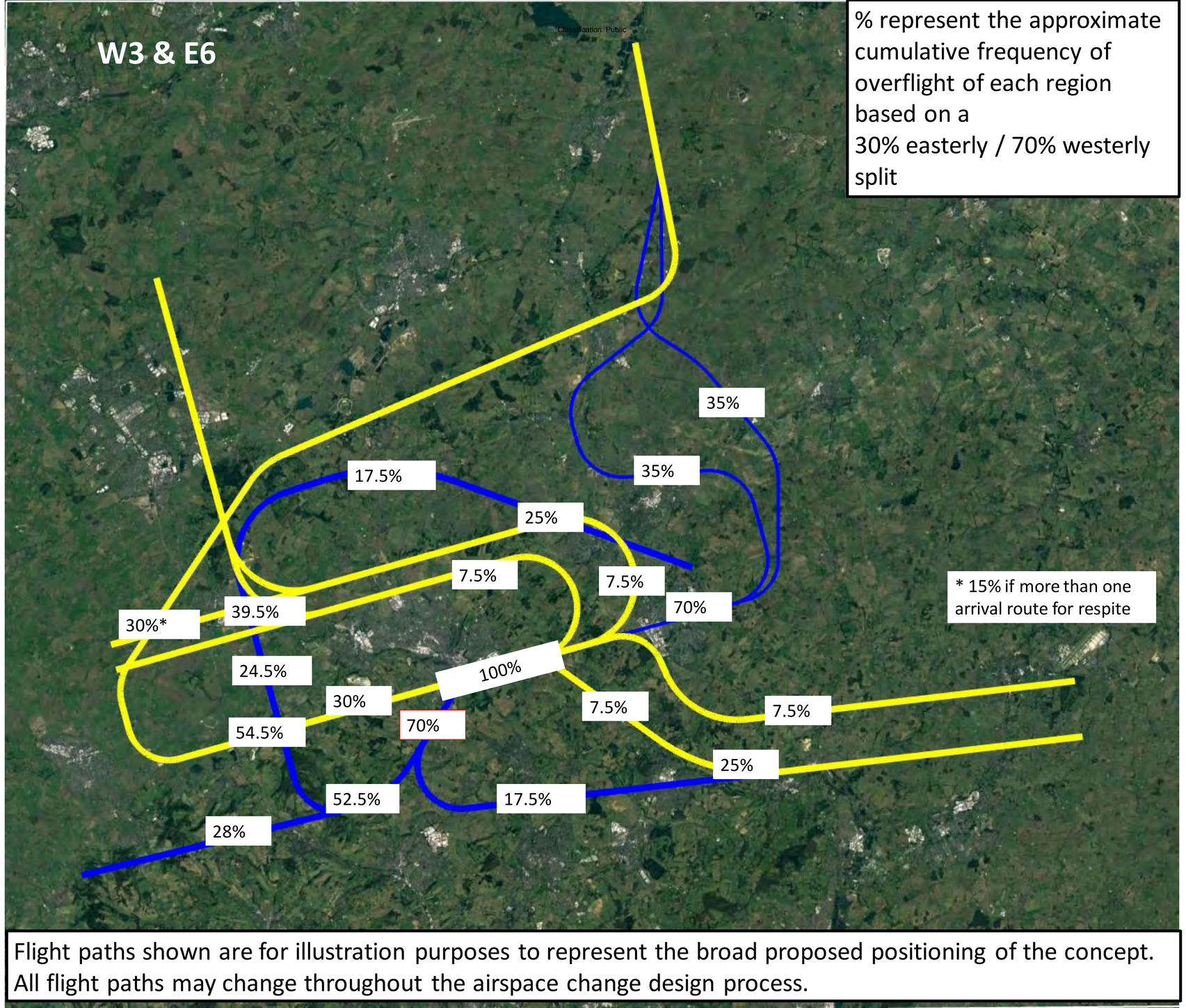


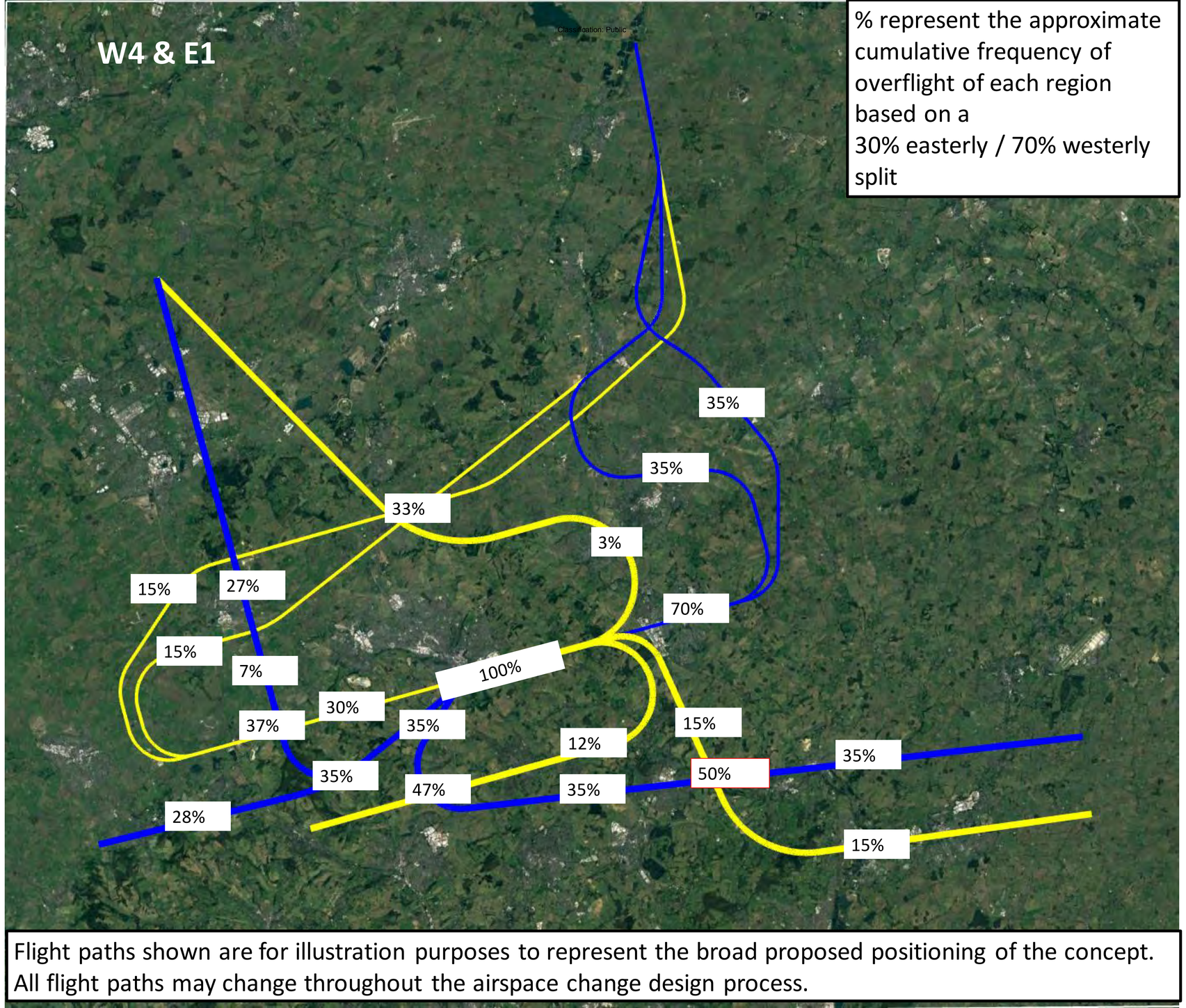
* 15% if more than one arrival route for respite

Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W4 & E1

% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split

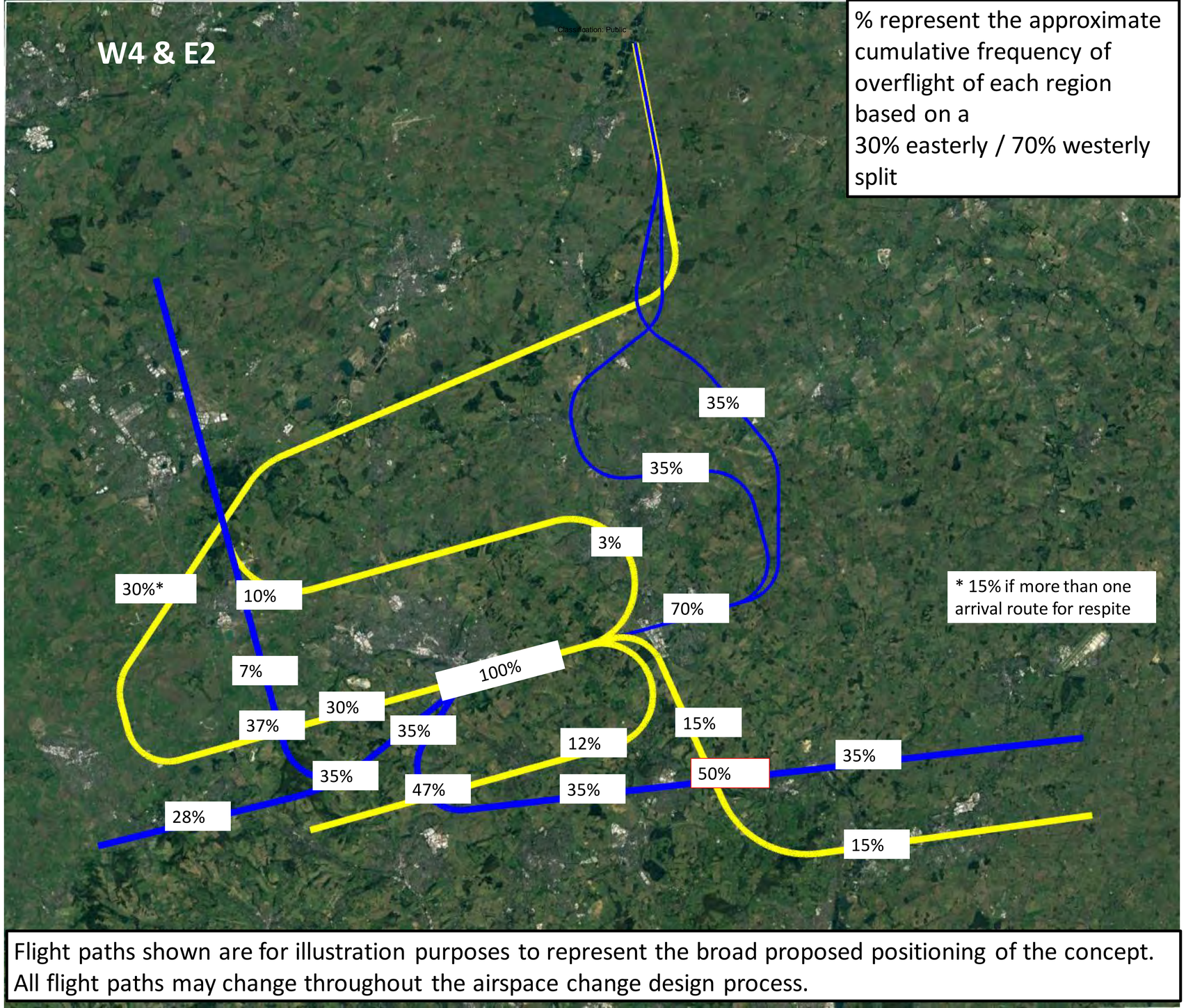


Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W4 & E2

% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split



* 15% if more than one arrival route for respite

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Classification: Public

W4 & E3

% represent the approximate cumulative frequency of overflight of each region based on a
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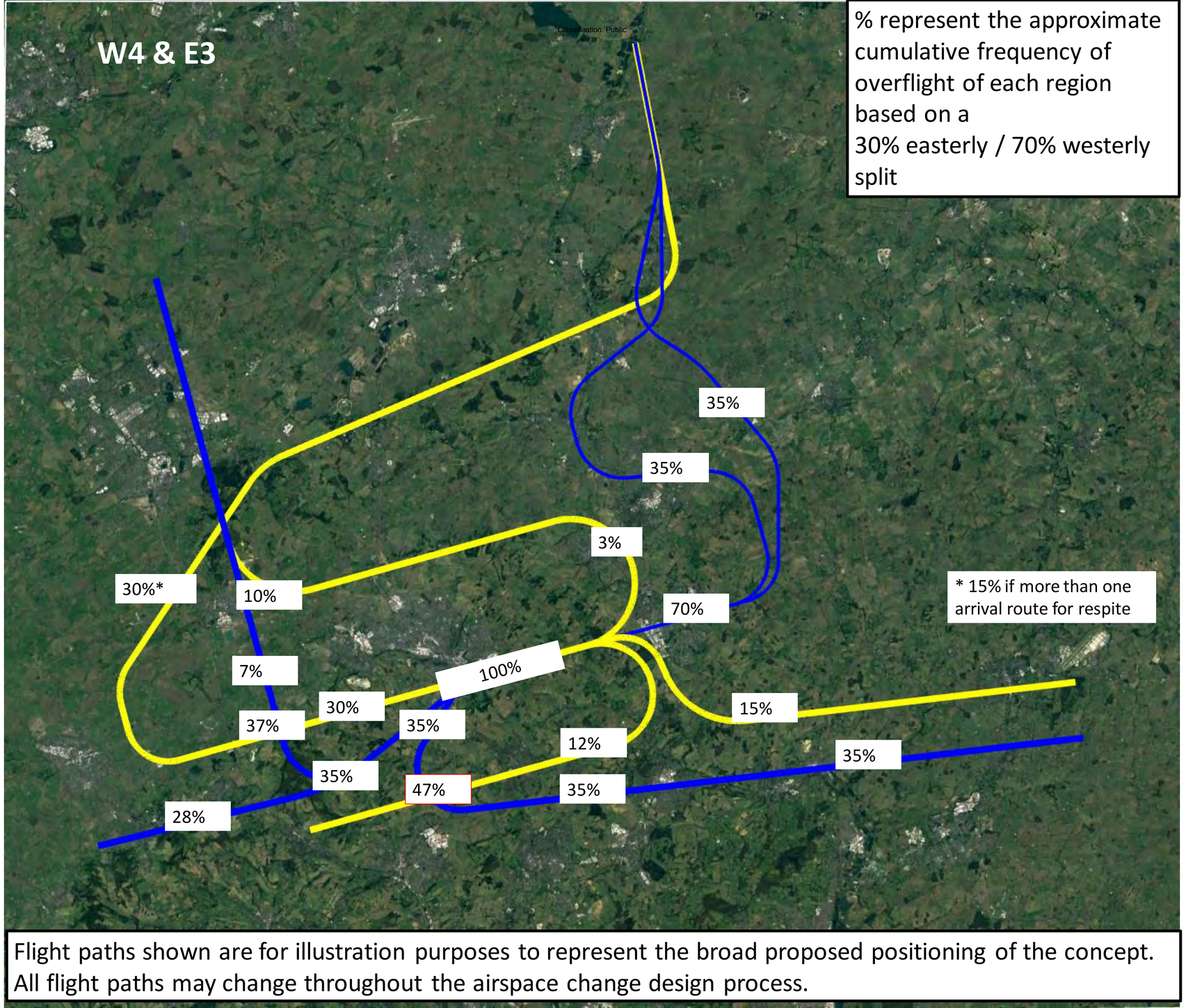

* 15% if more than one arrival route for respite

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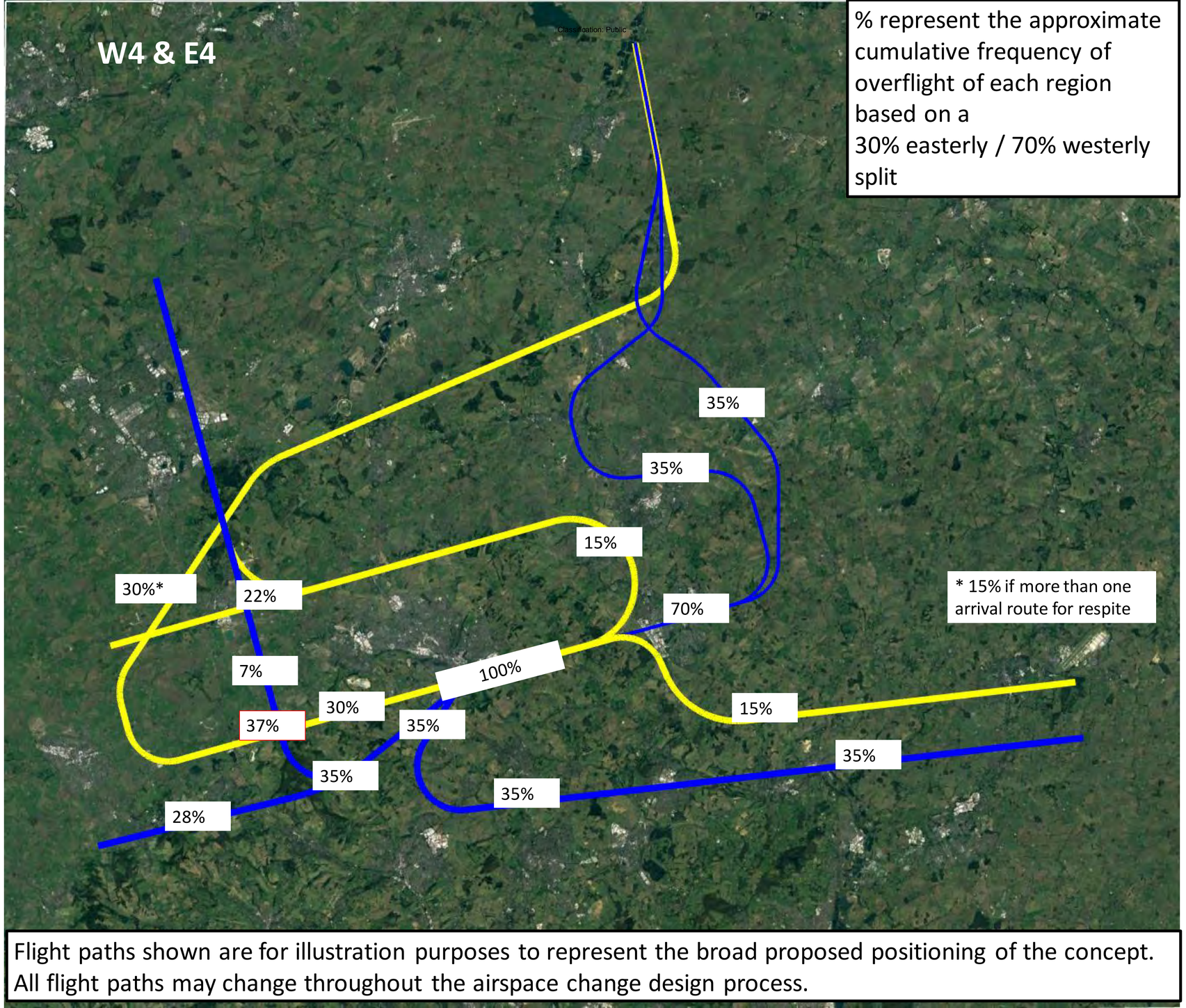
Classification: Public

W4 & E4



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Classification: Public

W4 & E5

% represent the approximate cumulative frequency of overflight of each region based on a
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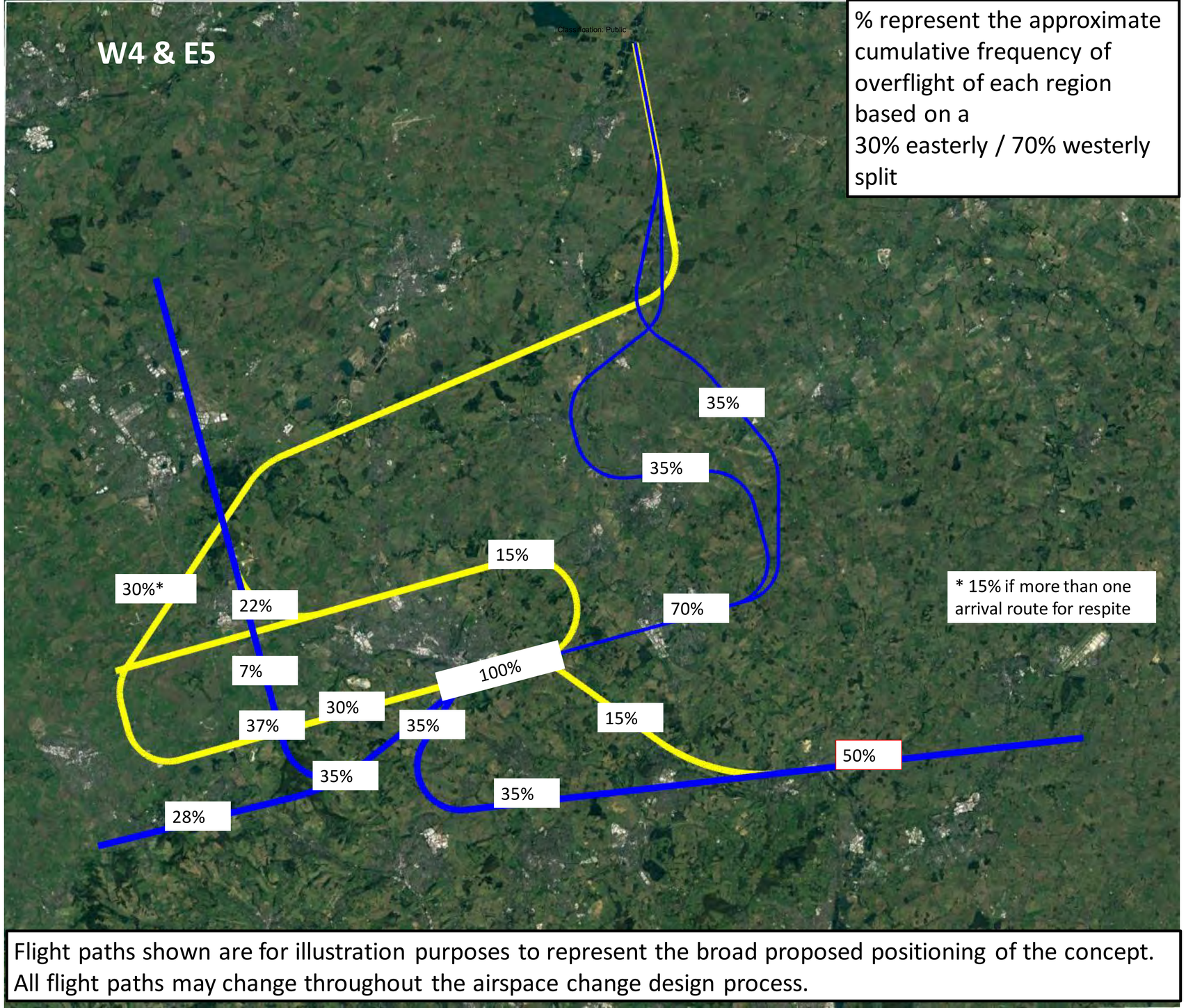

* 15% if more than one arrival route for respite

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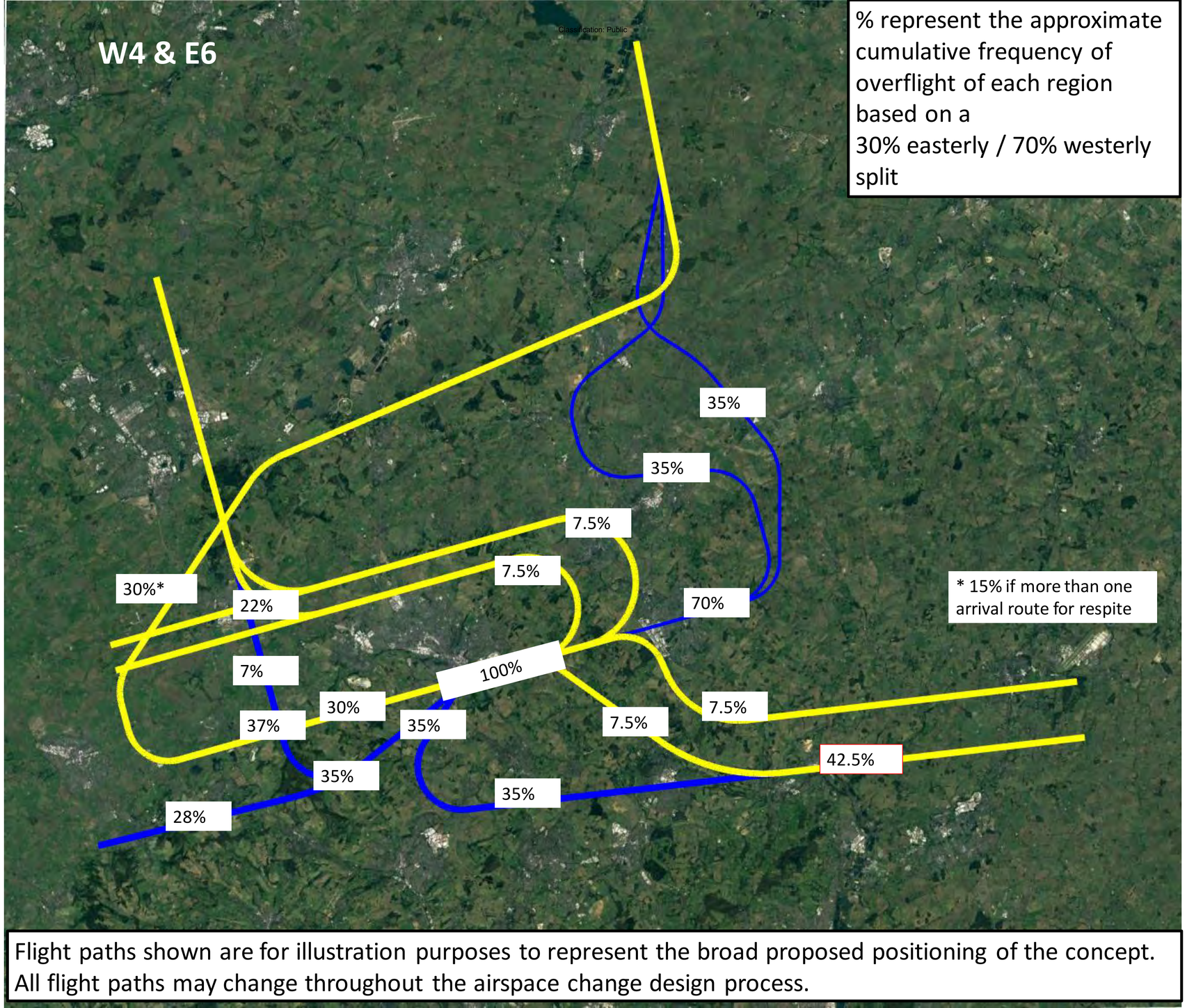
Classification: Public

W4 & E6

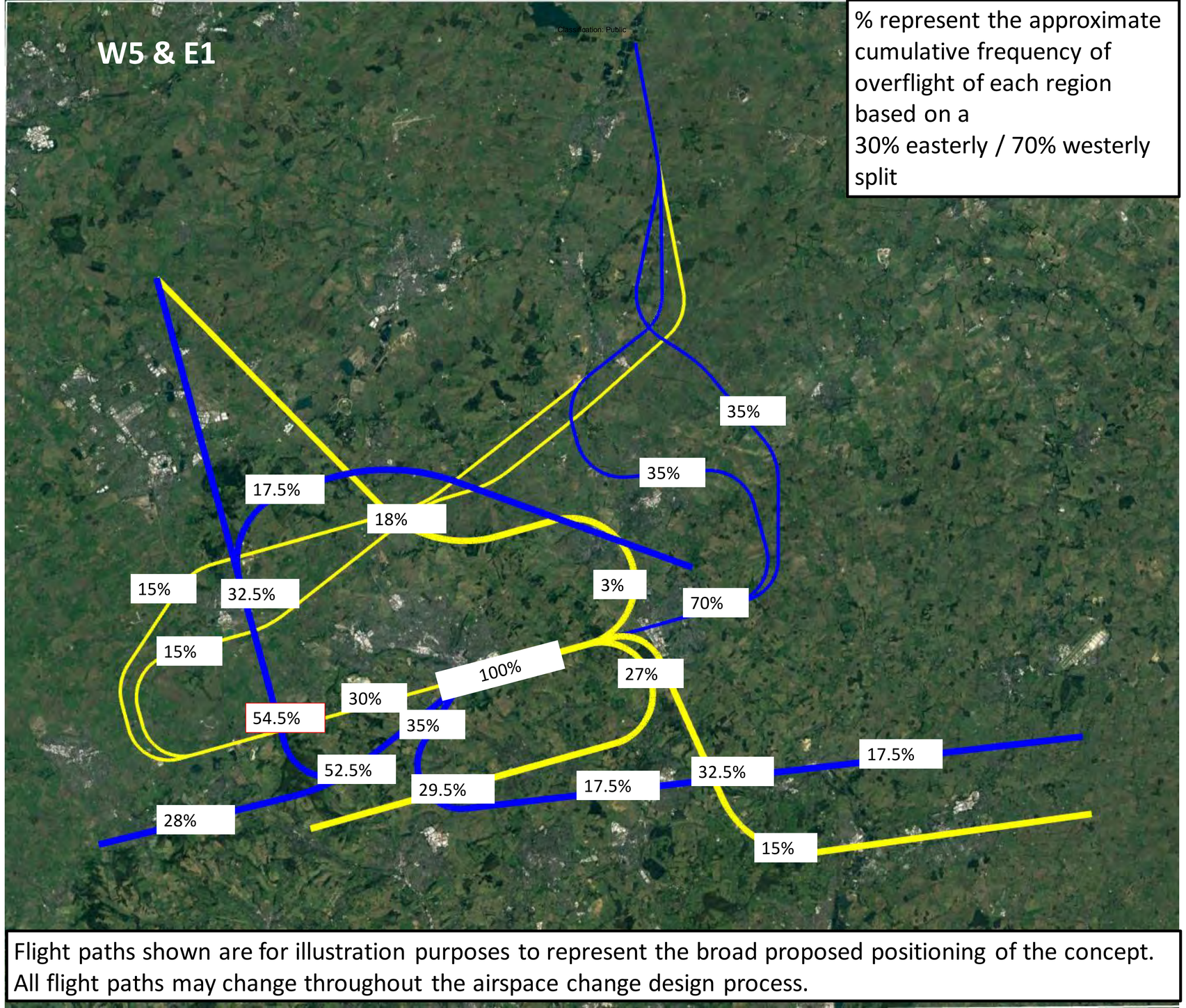


Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W5 & E1

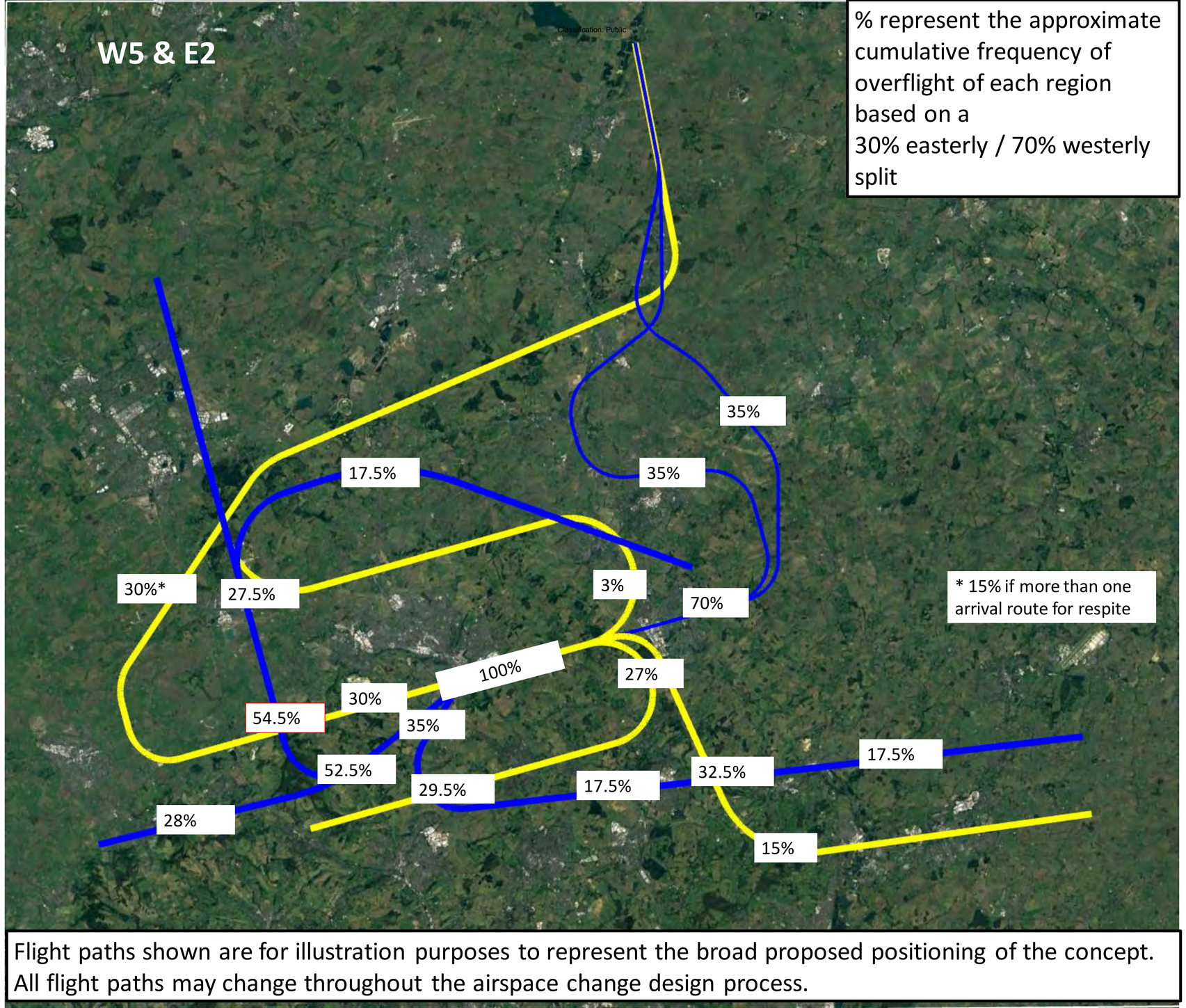
% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split



Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W5 & E2



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W5 & E3

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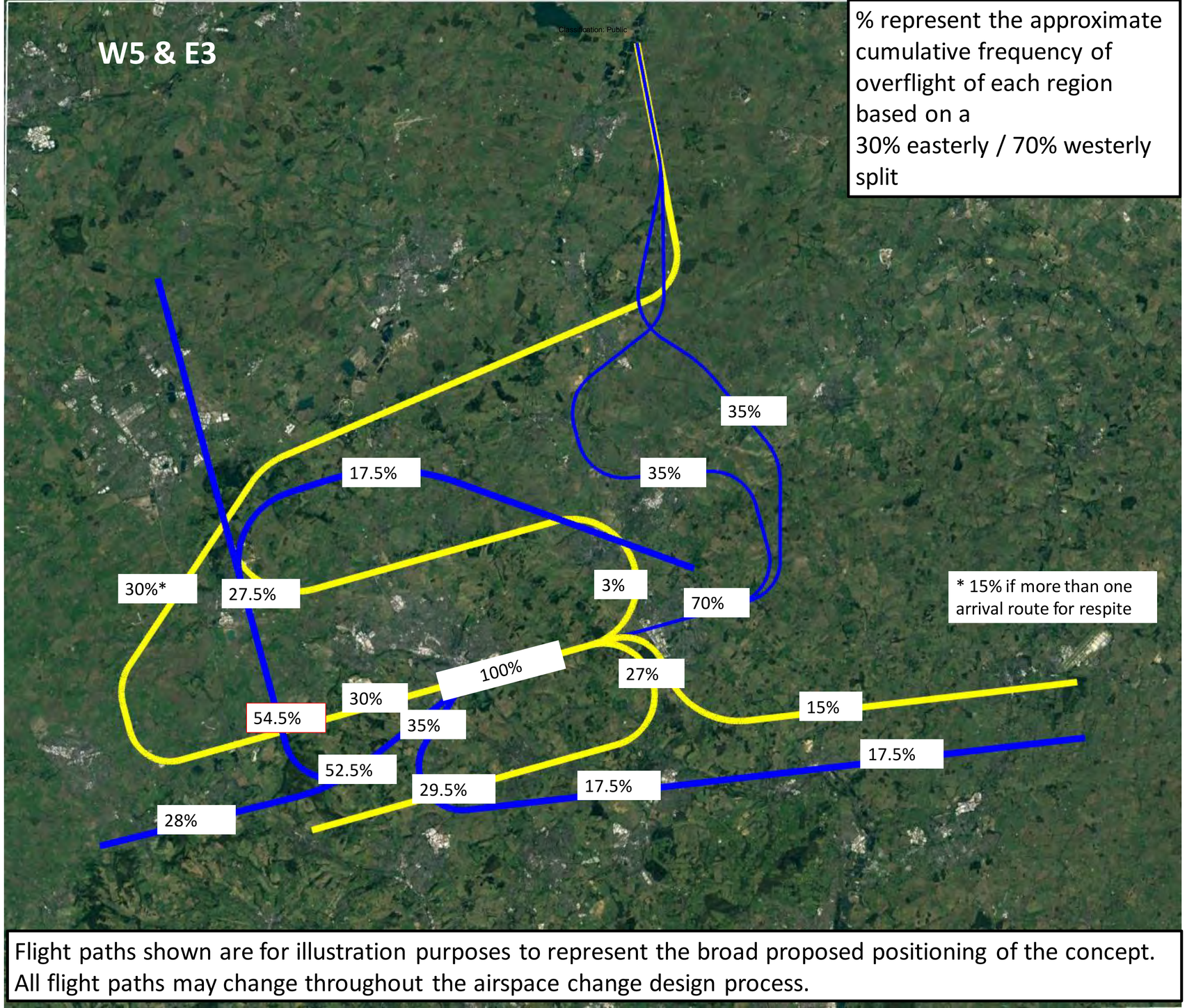
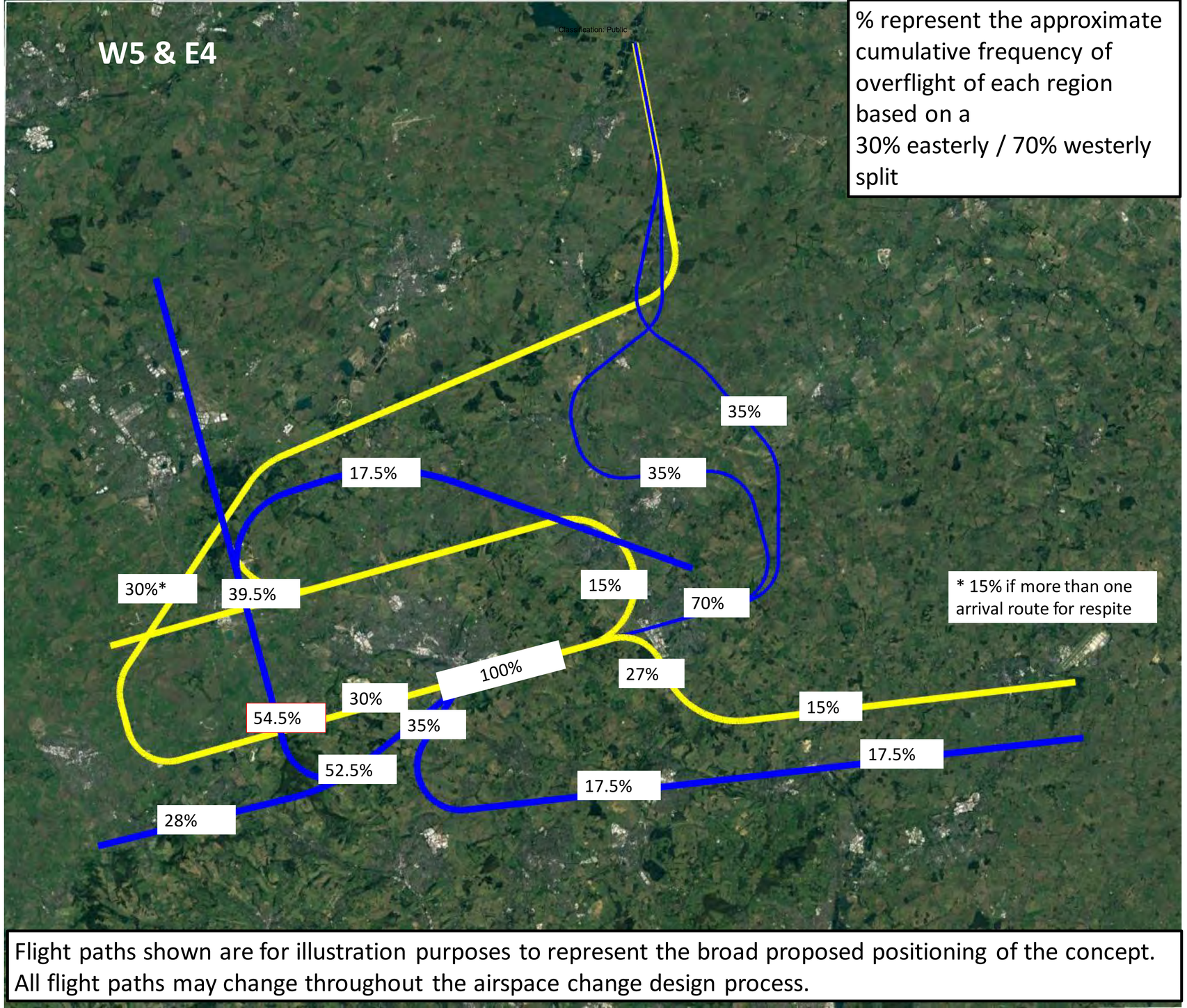


* 15% if more than one arrival route for respite

Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W5 & E4



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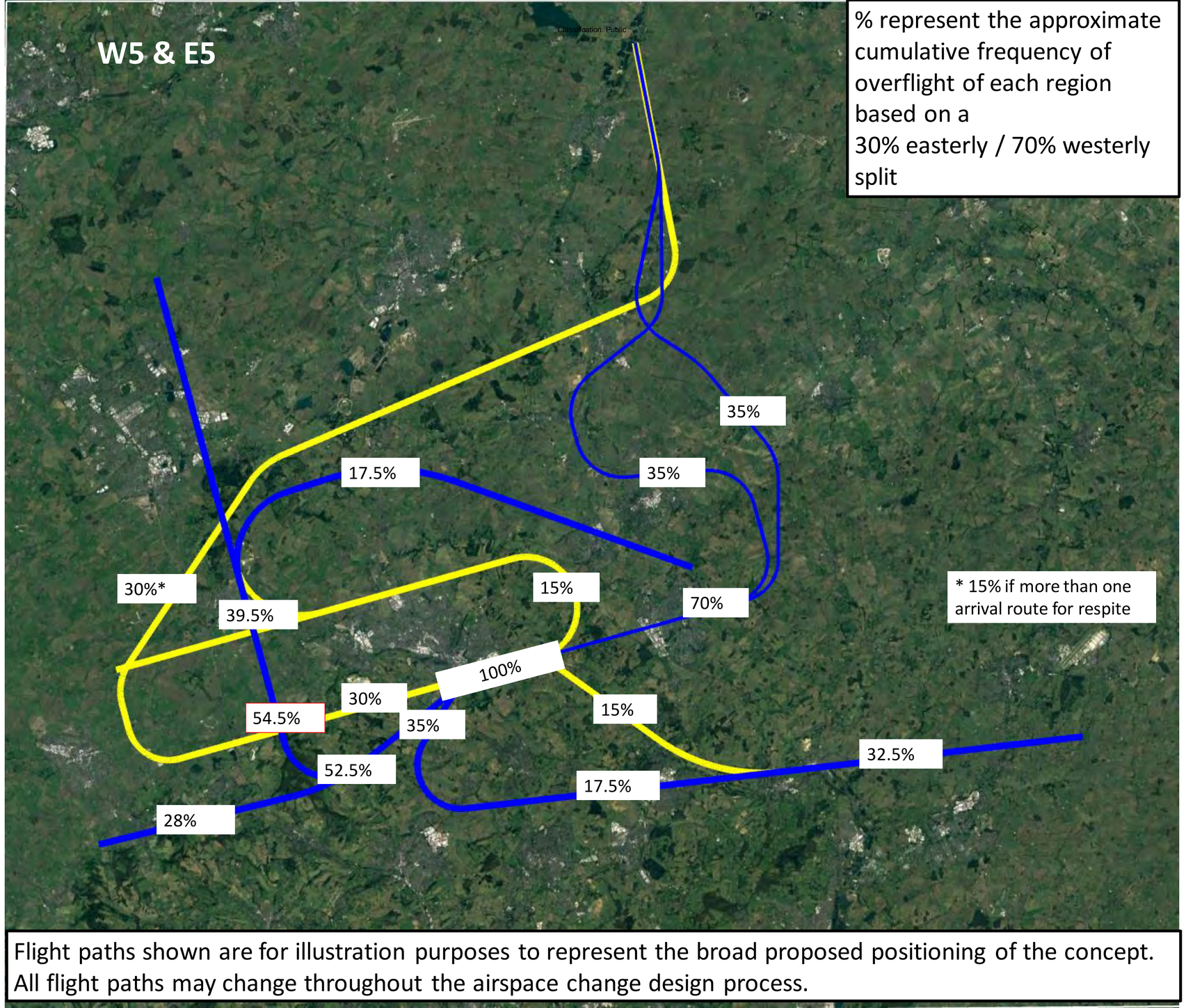

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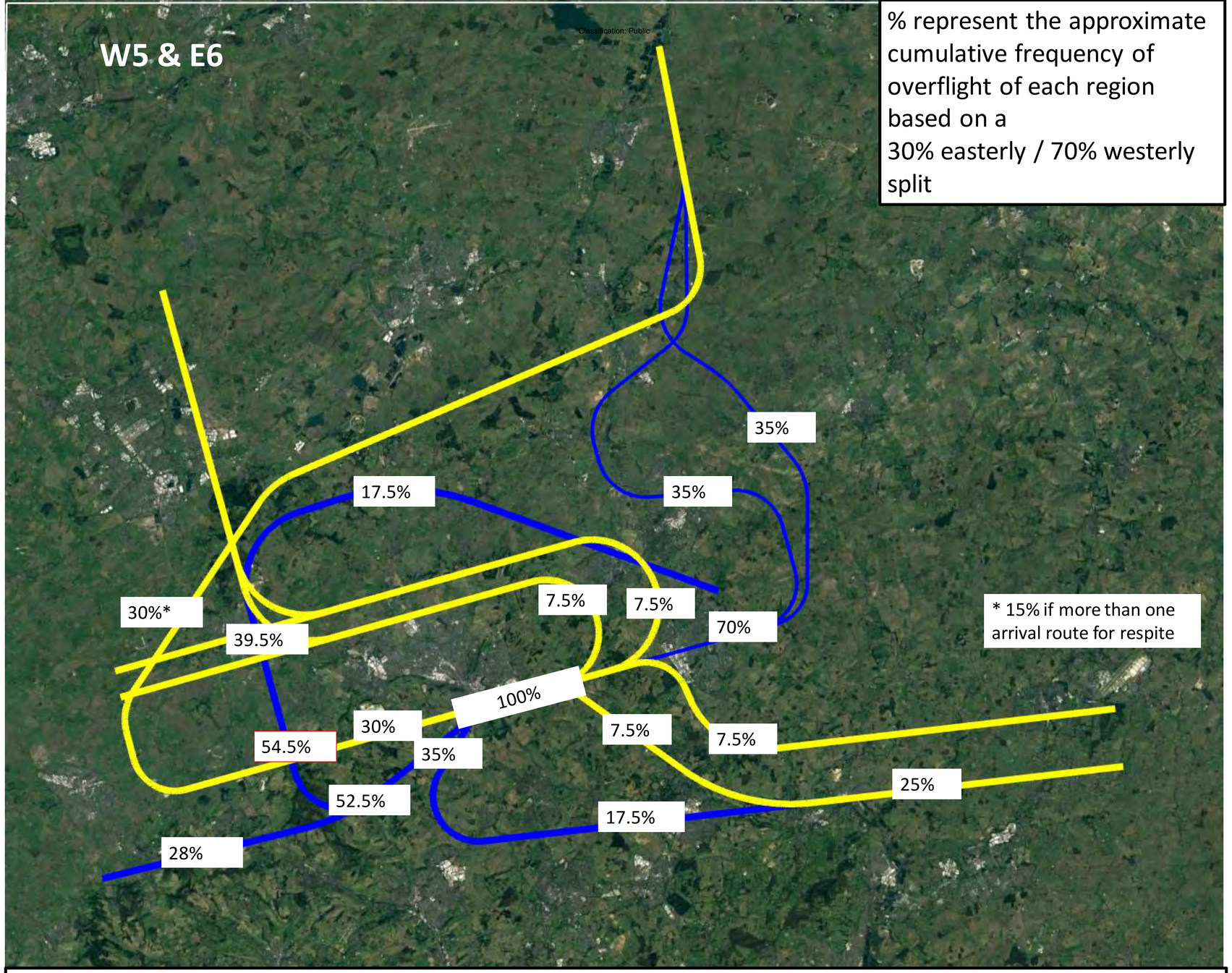
W5 & E6



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Classification: Public

W6 & E1

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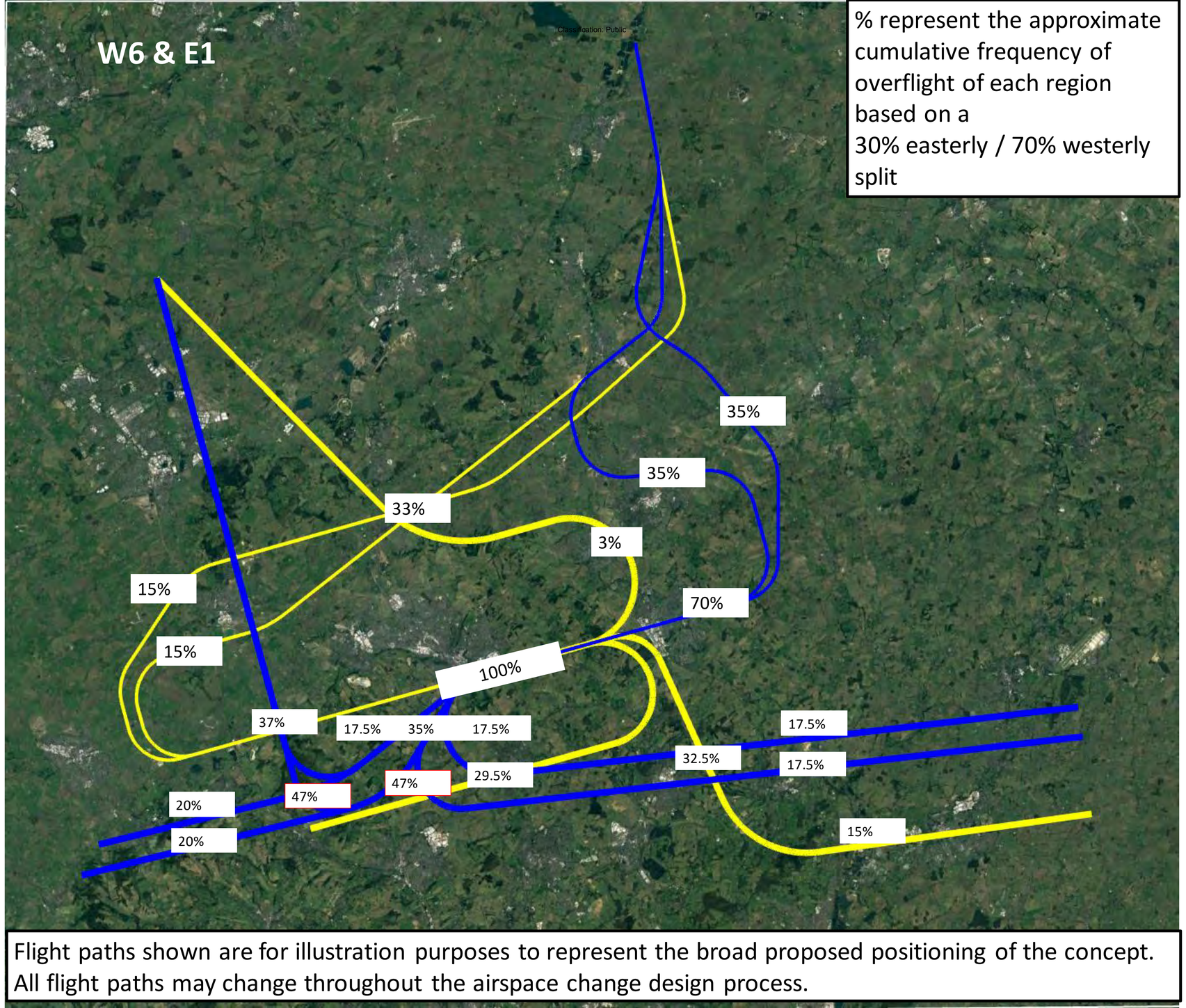

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Classification: Public

W6 & E2

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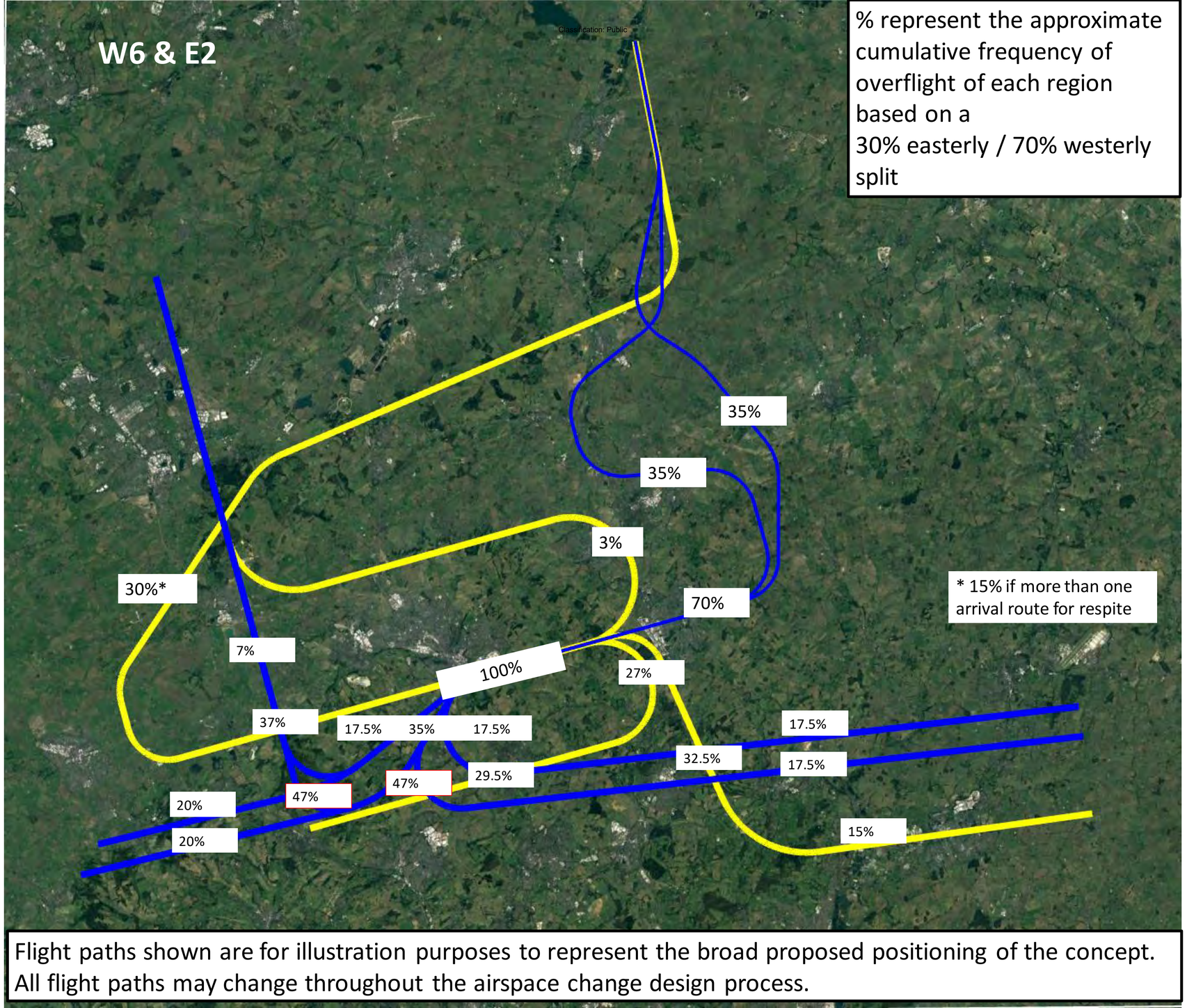

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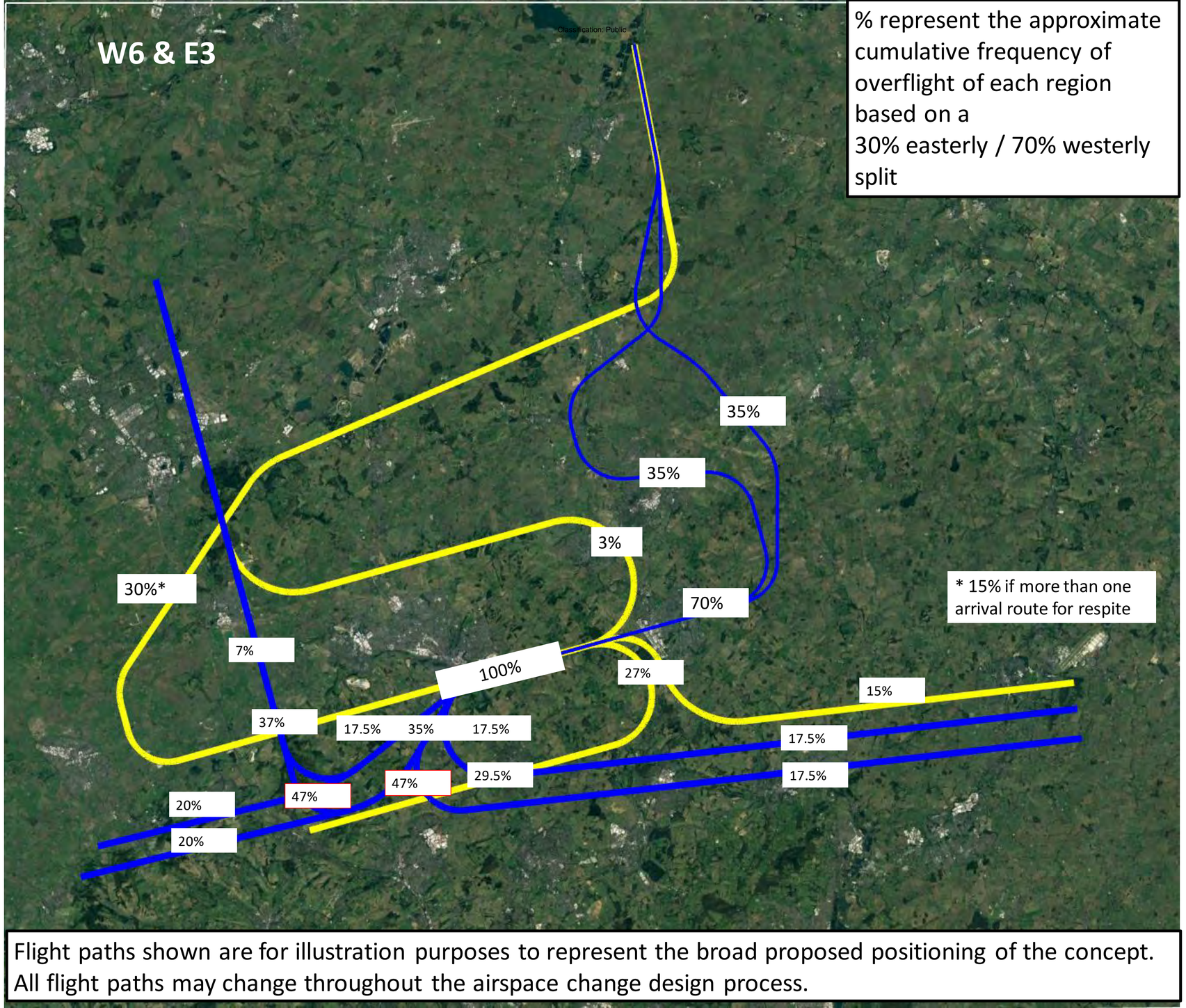
Classification: Public

W6 & E3



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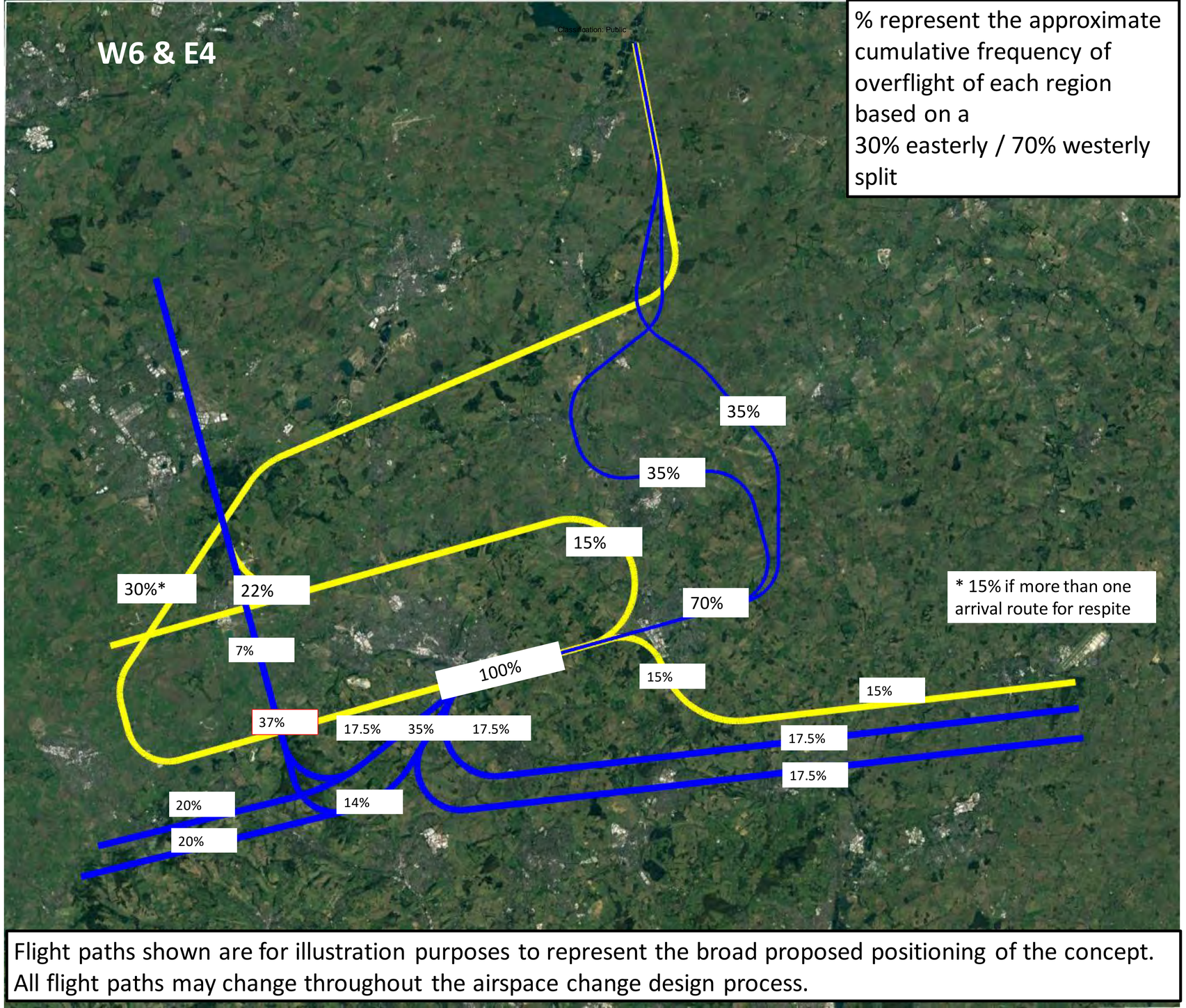
Classification: Public

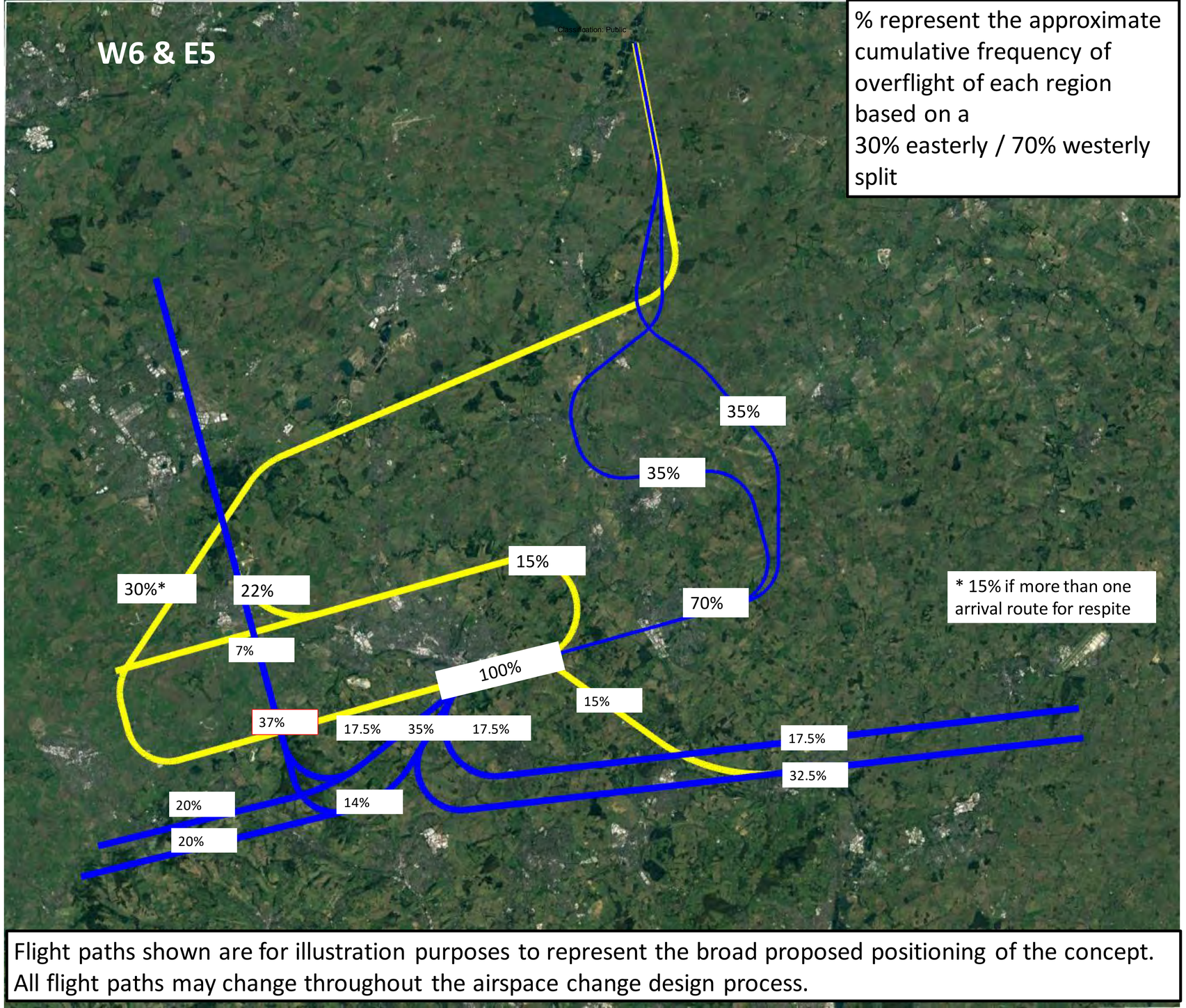
W6 & E4



Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W6 & E5



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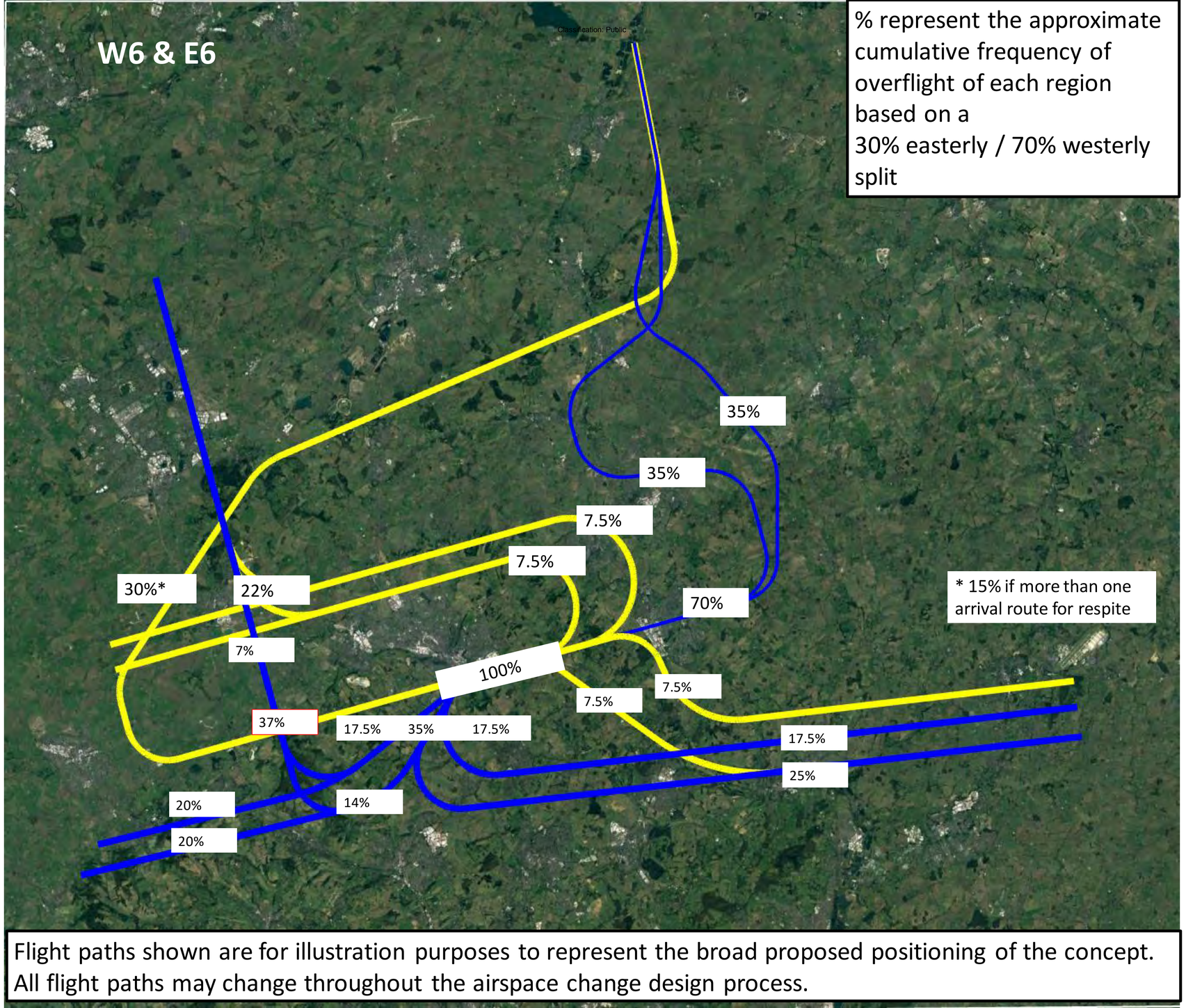
Classification: Public

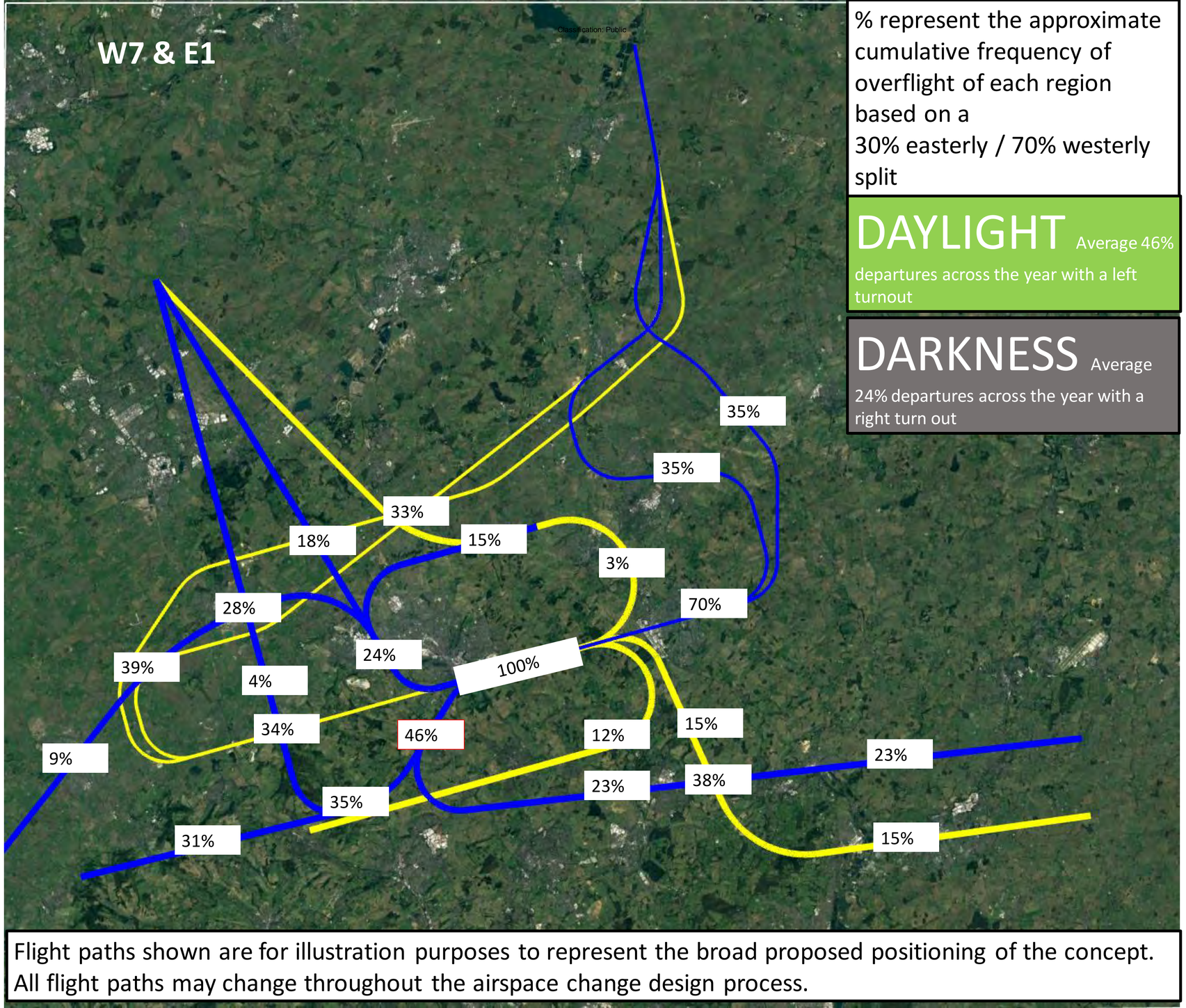
W6 & E6



Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W7 & E1



% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split

DAYLIGHT Average 46%

departures across the year with a left turnout

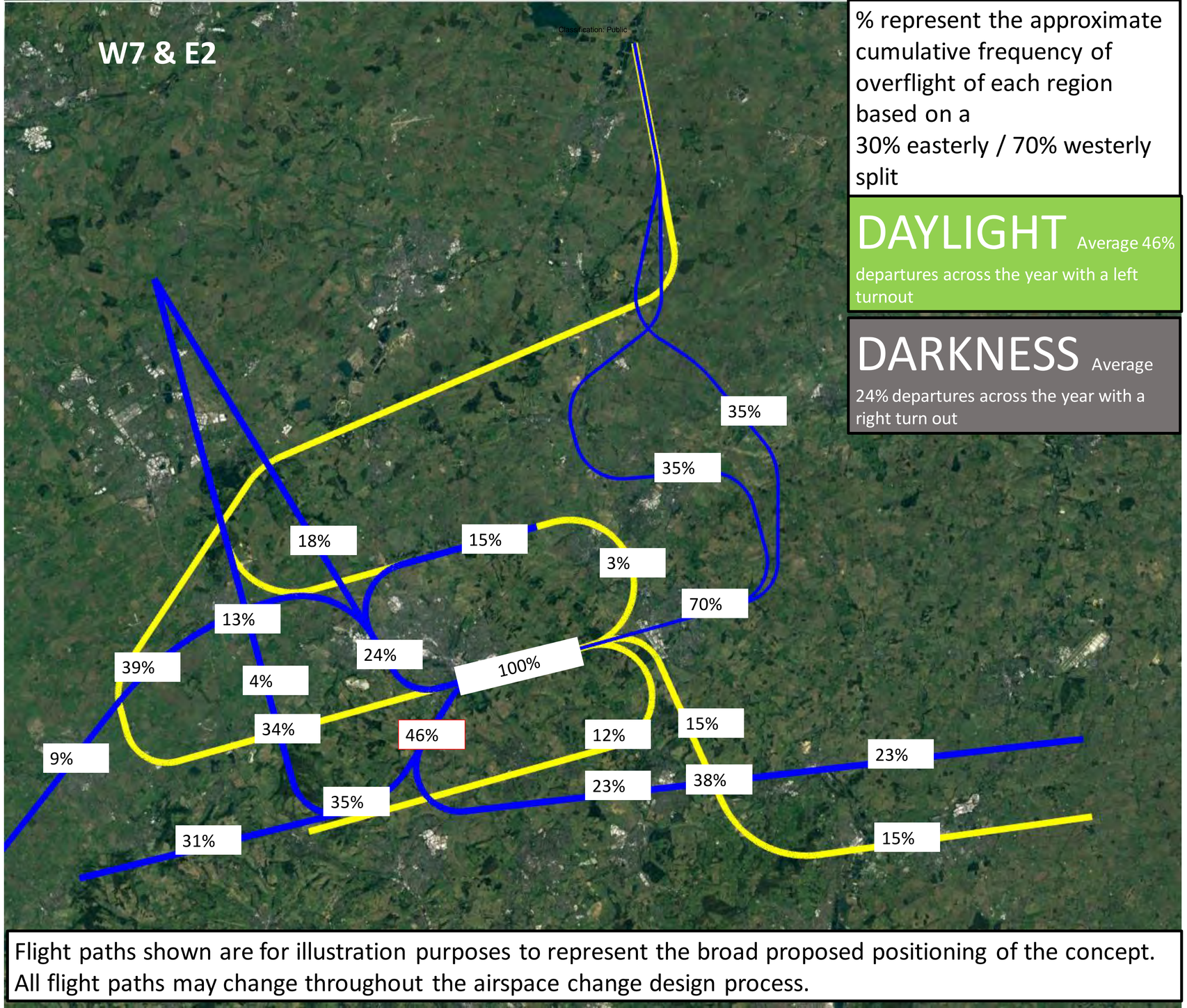
DARKNESS Average

24% departures across the year with a right turn out

Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

W7 & E2



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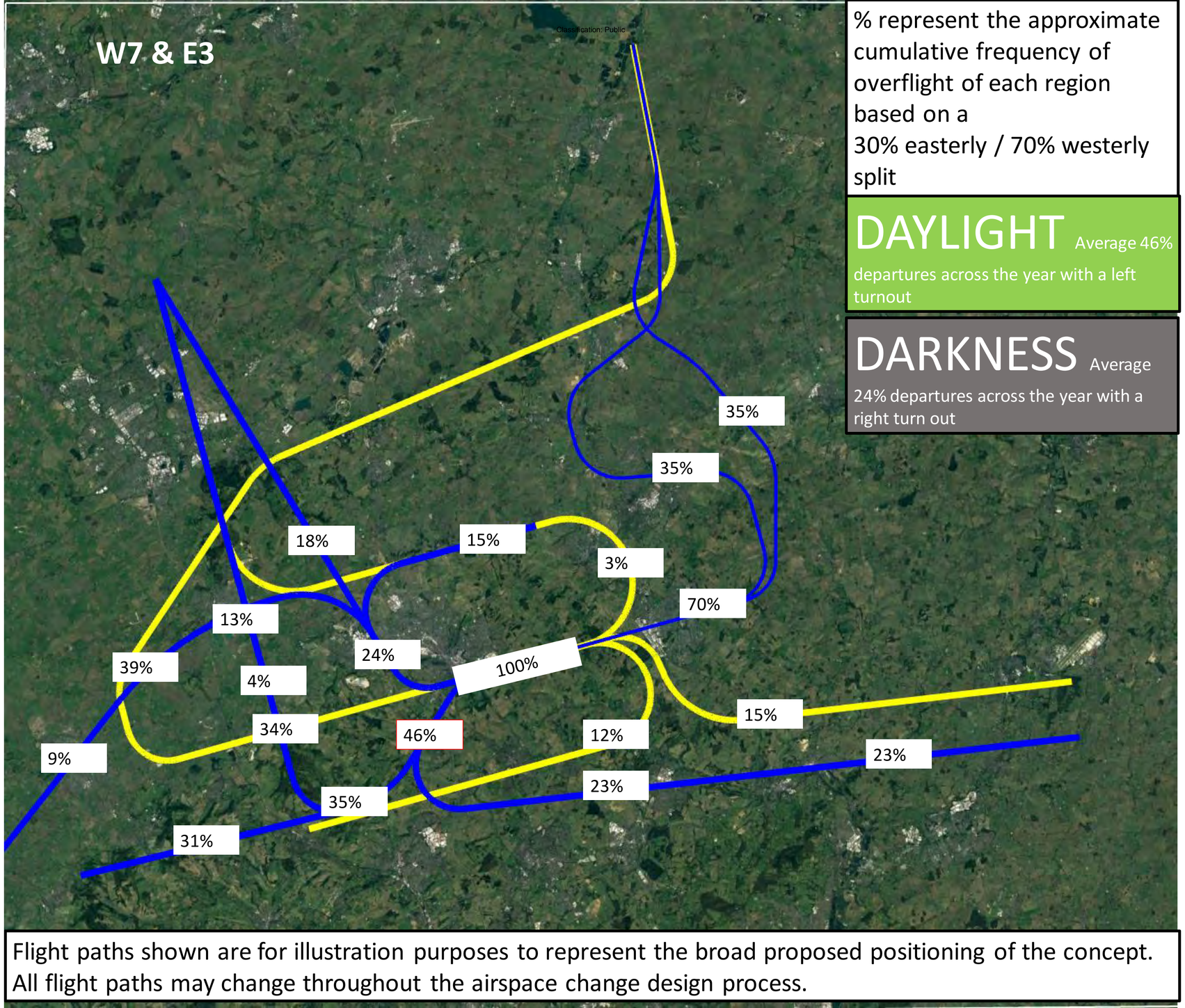
Classification: Public

W7 & E3



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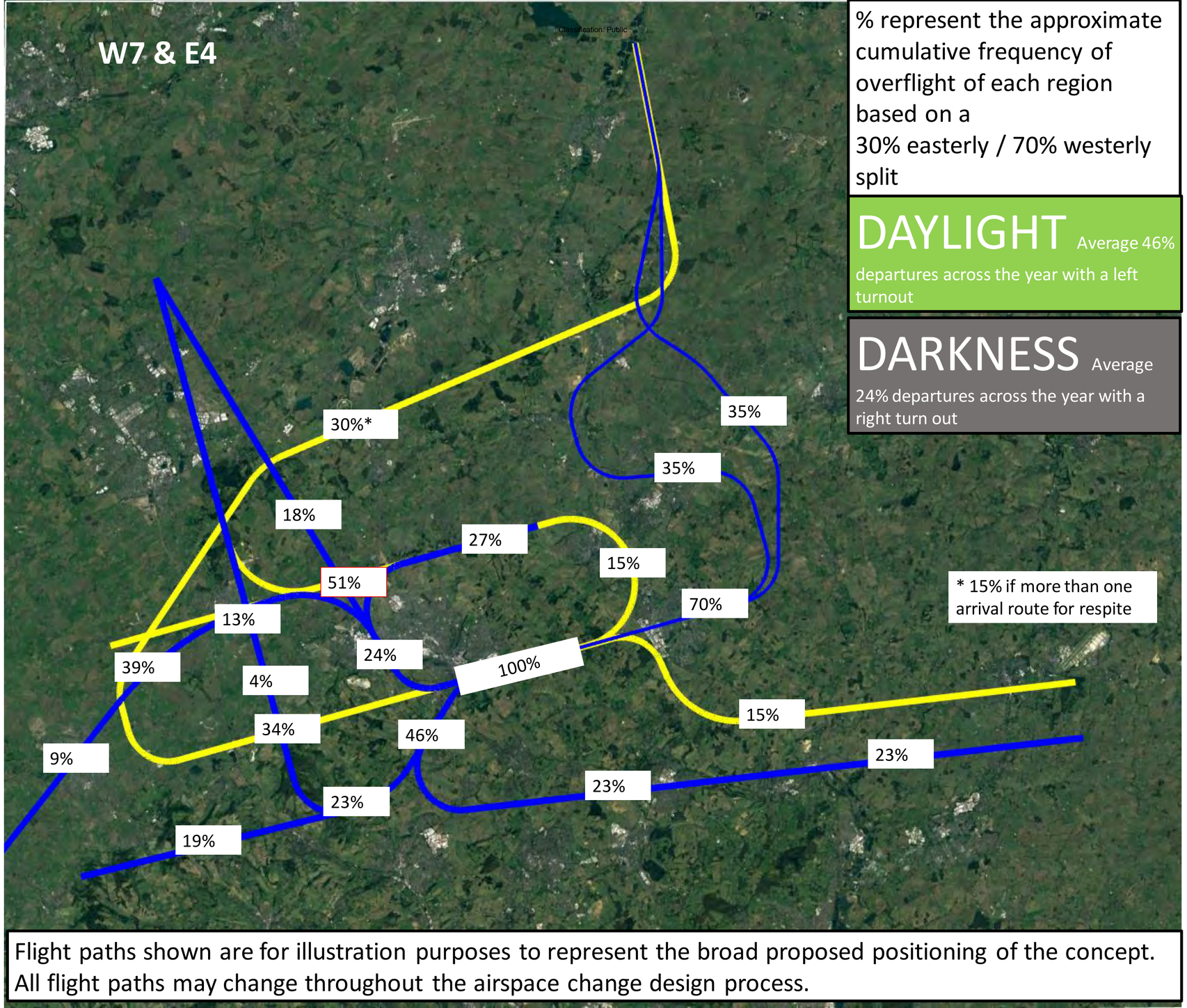
Classification: Public

W7 & E4



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24% departures across the year with a right turn out

* 15% if more than one arrival route for respite

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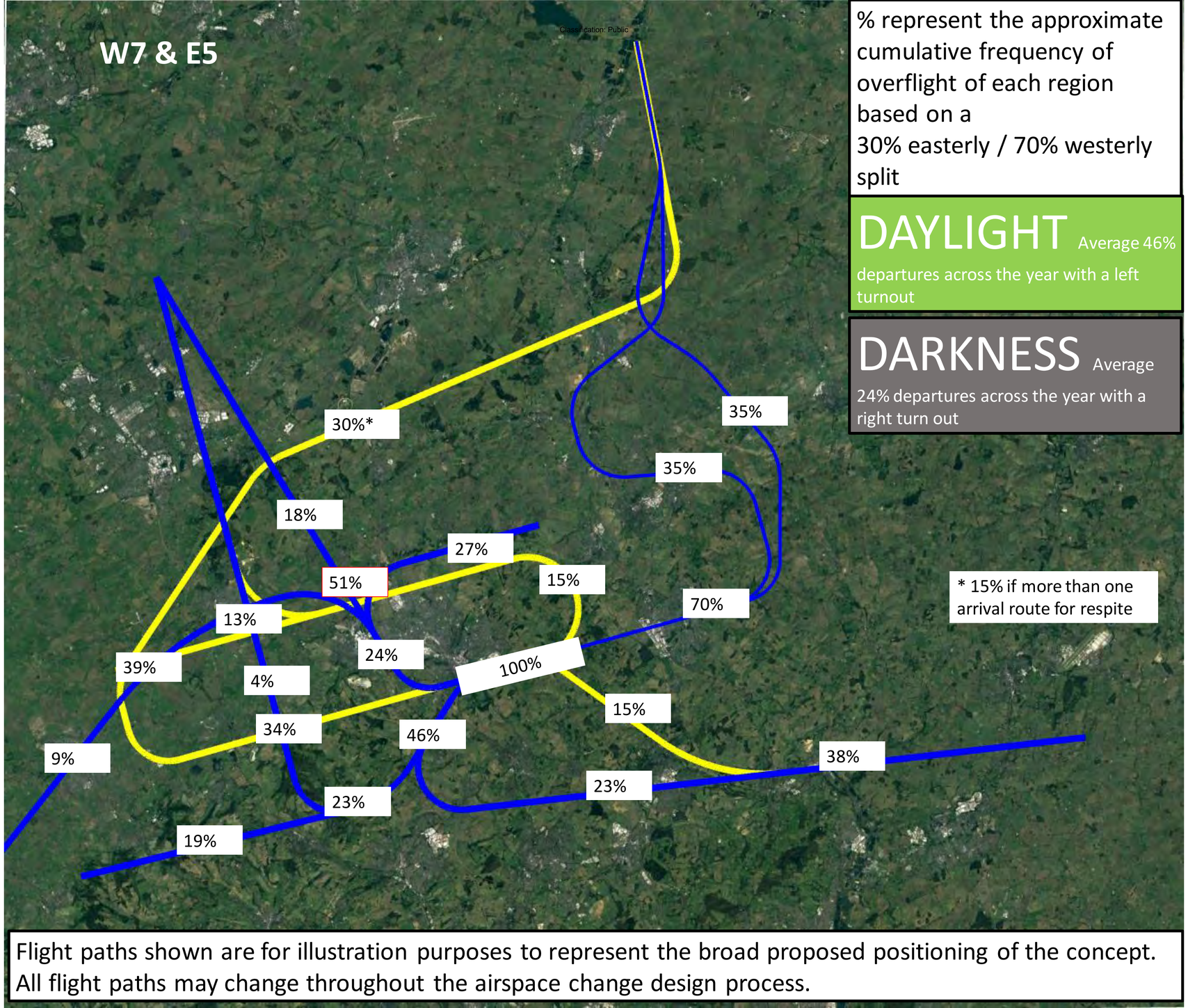
Classification: Public

W7 & E5



% represent the approximate cumulative frequency of overflight of each region based on a
30% easterly / 70% westerly split

DAYLIGHT Average 46%
departures across the year with a left turnout

DARKNESS Average
24% departures across the year with a right turn out

* 15% if more than one arrival route for respite

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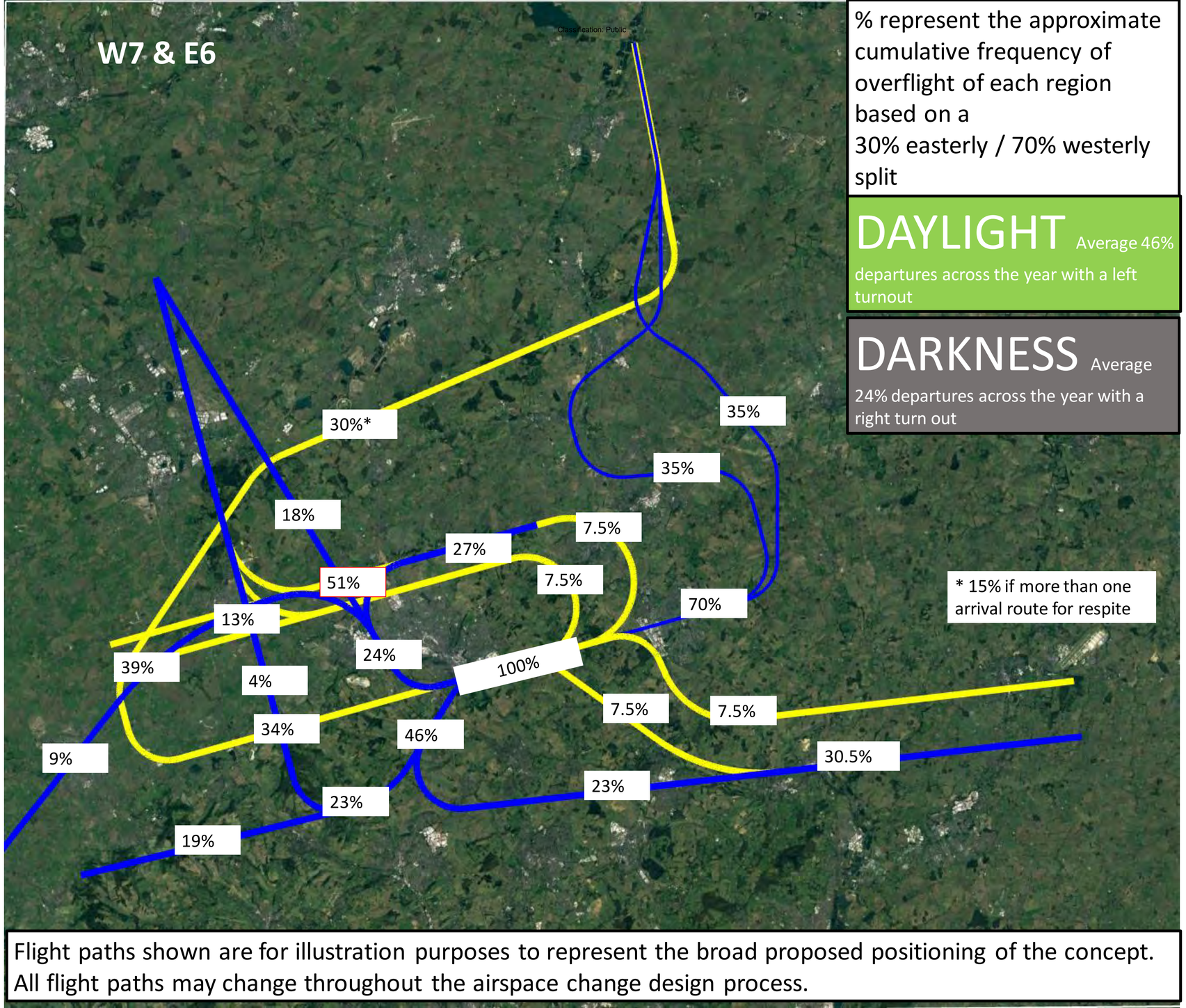
Classification: Public

W7 & E6



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DAYLIGHT Average 46%
departures across the year with a left turnout

DARKNESS Average
24% departures across the year with a right turn out

* 15% if more than one arrival route for respite

Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

All options combined

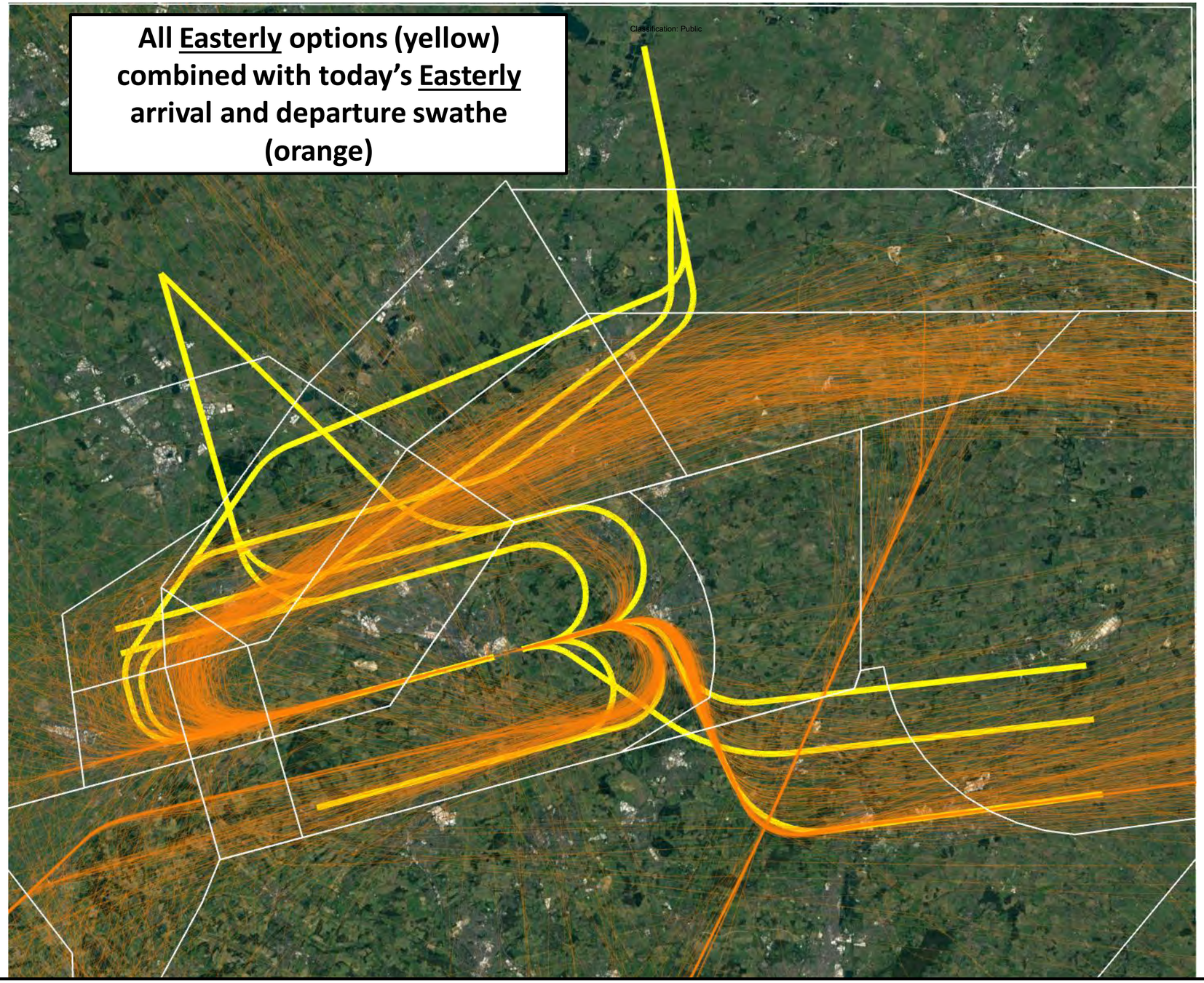
ALL FLIGHT PATHS ILLUSTRATIVE ONLY

Altitude markers assume continuous climb to 7,000ft only at an 8% climb gradient and continuous descent from at least 7,000ft on a 3˚ (5.24%) descent gradient.

For departures, this assumes the aircraft starts climb from the very end of the runway. However, aircraft start climb approximately 2/3 down the runway so the altitudes shown here can be considered pessimistic.

Classification: Public

All Easterly options (yellow) combined with today's Easterly arrival and departure swathe (orange)



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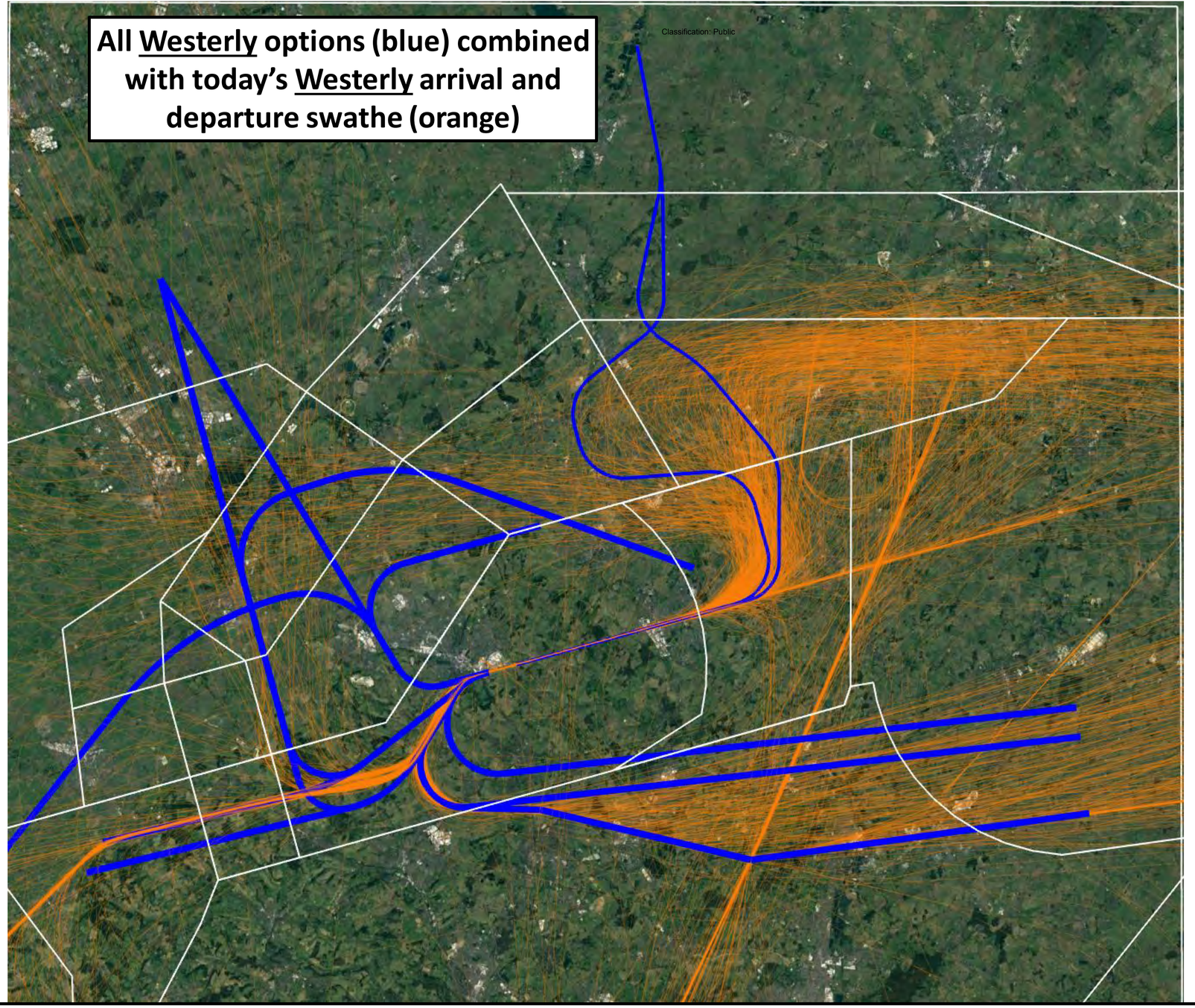
All flight paths may change throughout the airspace change design process.

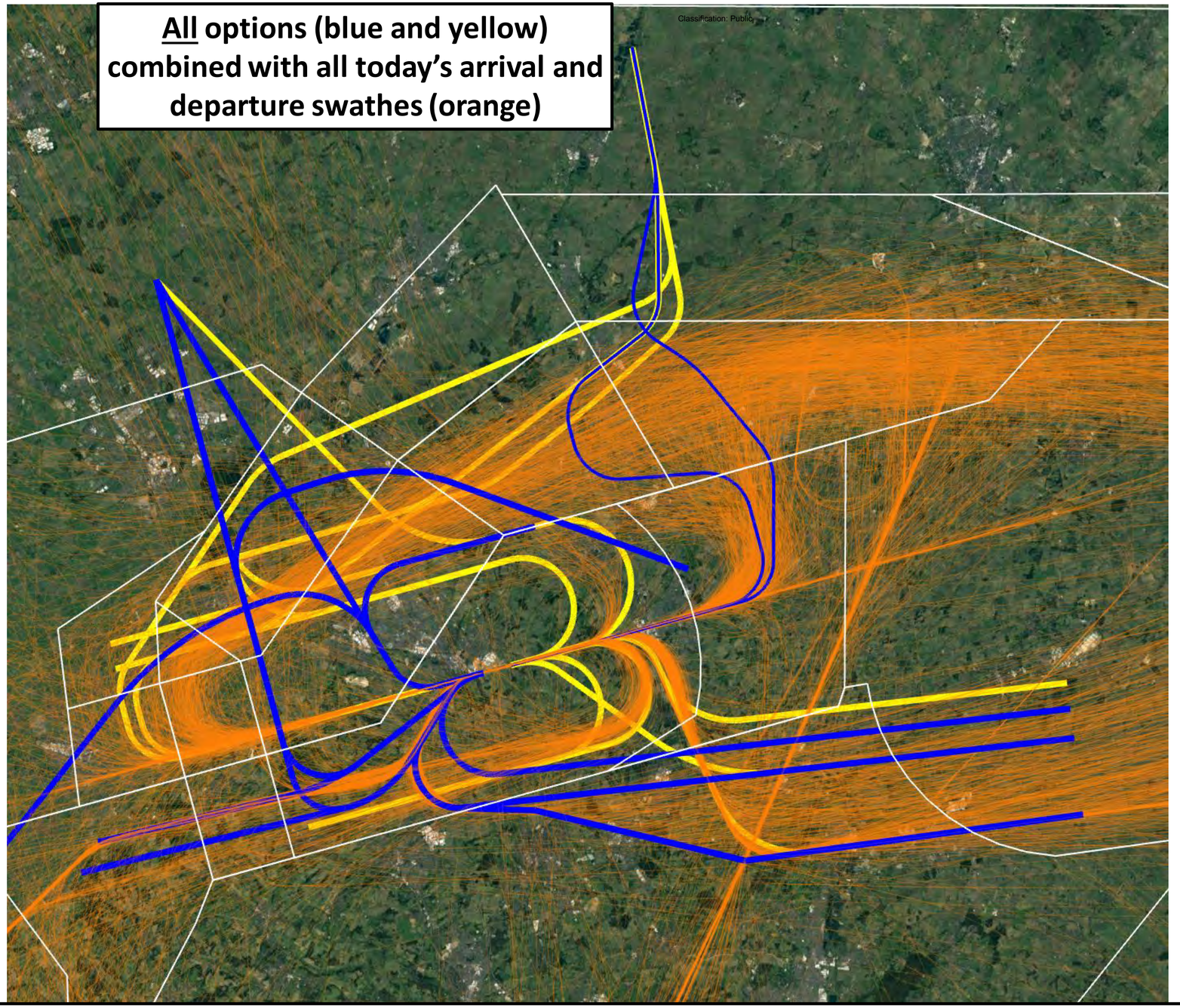
Classification: Public



Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

Classification: Public

All options (blue and yellow) combined with all today's arrival and departure swathes (orange)



Flight paths shown are for illustration purposes to represent the broad proposed positioning of the concept. All flight paths may change throughout the airspace change design process.

This table shows highest % of overflight for each concept in any one area, excluding immediate climb out and final approach

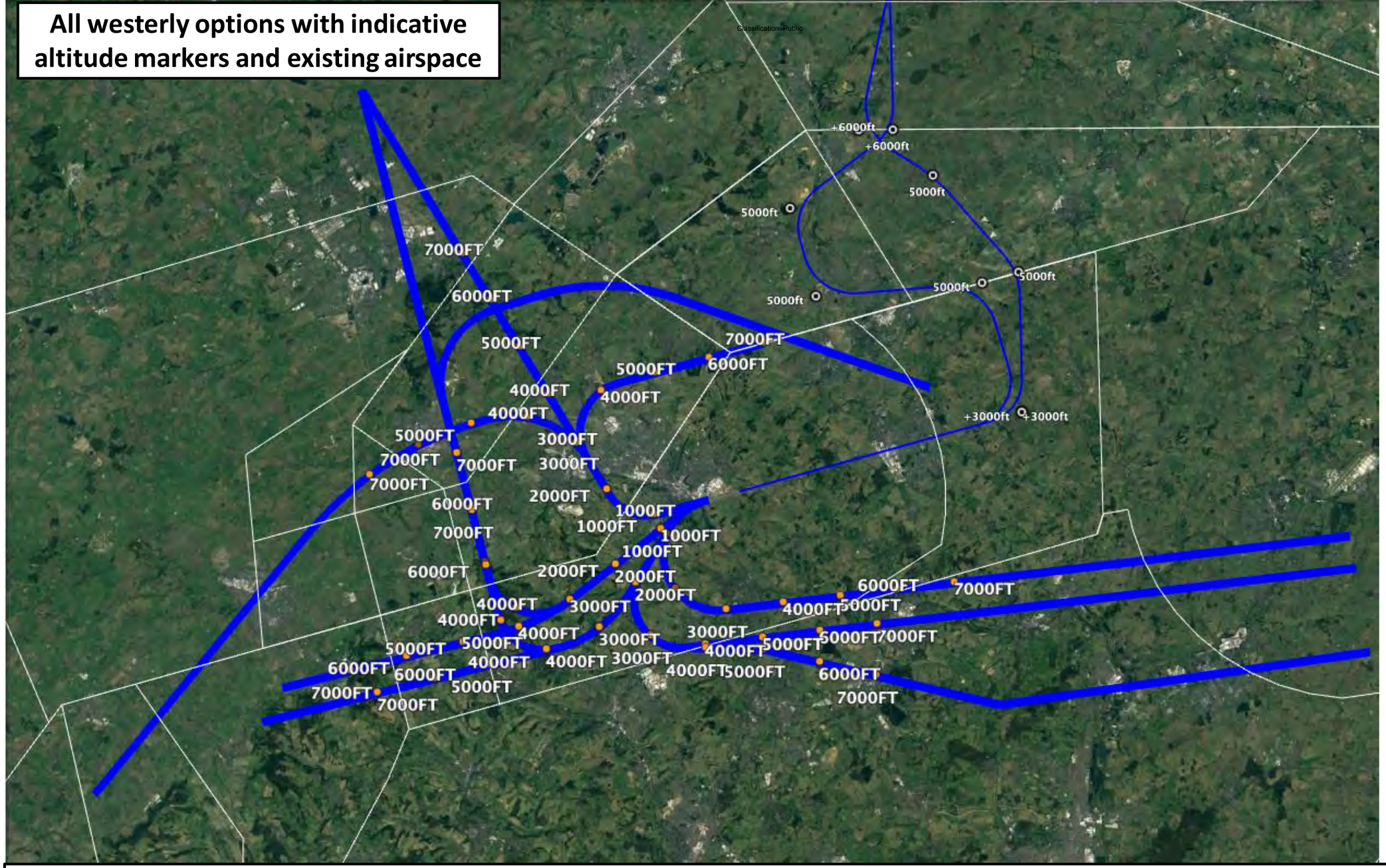
	E1	E2	E3	E4	E5	E6
W1	82%	82%	82%	70%	70%	70%
W2	82%	82%	82%	70%	70%	70%
W3	82%	82%	82%	70%	70%	70%
W4	50%	50%	47%	37%	50%	42.5%
W5	54.5%	54.5%	54.5%	54.5%	54.5%	54.5%
W6	47%	47%	47%	37%	37%	37%
W7	46%	46%	46%	51%	51%	51%

Classification: Public

Typical profiles in relation to existing airspace

Classification: Public

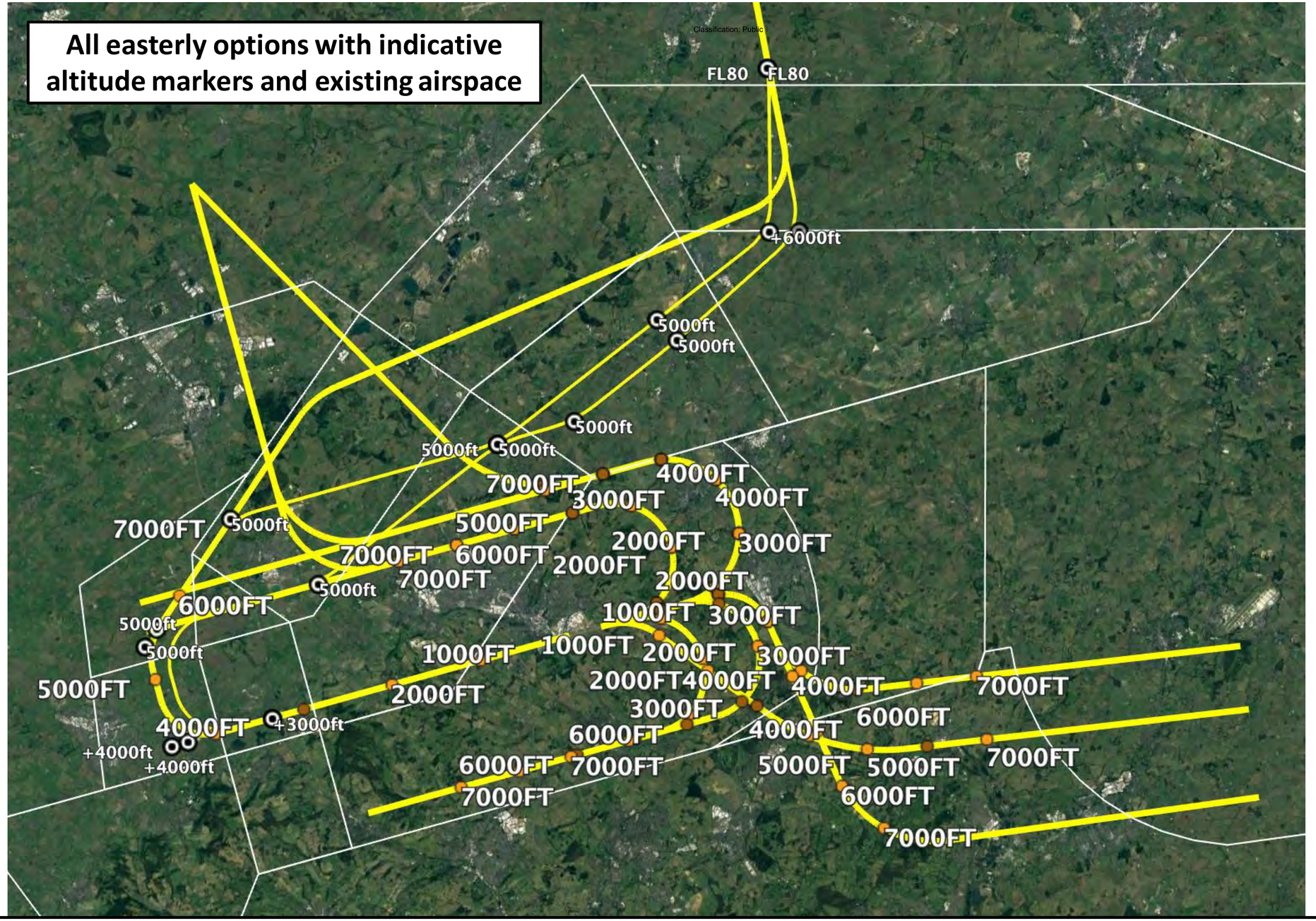
All westerly options with indicative altitude markers and existing airspace



1,000ft altitude markers based on 8% climb gradient or 3˚ (5.24%) descent gradient.
Arrival routes shown here are the PBN arrival options considered for AD6. Vertical arrival profiles may be improved over those shown here

Classification: Public

All easterly options with indicative altitude markers and existing airspace



1,000ft altitude markers based on 8% climb gradient or 3˚ (5.24%) descent gradient. Blue arrival routes are those considered for AD6 so their vertical arrival profiles may be improved over those shown here. However, these would not work with a left turn CPT departure, therefore a route closer to the red arrival would be required and assumes no more CAS required to the higher profile.

Luton’s findings from initial options development:

In order to share the noise in the most equitable manner and avoiding overflying communities with multiple routes, where possible:

- RWY 07 CPT departures should turn left to provide respite from those under the 25 MATCH track
- The RWY 25 departures should have at least a 2-way initial split as soon as possible because 70% of all departures currently follow this initial track. This will be challenging due to the proximity of the gliding sites
- RWY 07 MATCH departures should follow a different track to the latter part of the RWY 25 MATCH track
- Offloading RWY 25 MATCH departures onto the existing RWY25 CPT/OLY path is not equitable. Use of a right turn for MATCH should only occur if it does not overfly those communities already under the RWY25 CPT track i.e immediate right turn when available.
- RWY 07 departures should turn off the centerline earlier than today to provide respite from more people under final approach to RWY 25

Other findings:

- If the RWY 07 OLY and CPT departures were to only be replicated they need enhancement to provide more efficient departure separations. This is due to the CPT and OLY departure routes ‘wrapping around’ too close to the initial climb out.

- The proximity of gliding sites makes options for the initial turn of Runway 25 departures especially challenging.

- The designs of the arrival transitions (or vectored swathe) from ZAGZO to Runway 07 that were designed for AD6 are not compatible with a FASI-S design option that sees a left turn out for Runway 07 CPT departures; the Runway 07 transitions or vectored swathes would need to be positioned further north.

We have received feedback from Community groups on the options. We will collate their feedback with yours to generate a new set up of options. We hope to share this with you in Q4 2021.

Next steps

We welcome your feedback from these slides. Please respond to AirspaceModernisation@ltn.aero by COP Monday 23 August 2021.

Once we have incorporated the feedback received, we will be arranging some more engagement to show the changes made and a new set of options. We expect this to be in October 2021. We will then perform a 'design principle evaluation'. This is where each option is evaluated against all the Design principles and sets out how each option has responded to the principles. We may discontinue options at this stage.

We will then perform an Initial Options Appraisal on all remaining options with all work published on the CAA airspace change portal. We expect this to be Q1 2022 subject to alignment with the 'FASI-S Masterplan' which may result in a delay to our Stage 2 gateway. We will update you as soon as we know more.

LUTON AIRPORT - FASI-S ACP - STAGE 2 - FEEDBACK DEADLINE REMINDER

[redacted]

Mon 16/08/2021 13:13

Bcc: [redacted]

Good Afternoon,

A reminder that the deadline for feedback on the Luton FASI-S ACP Stage 2 initial options is **COP Monday 23 August 2021**. Please send your feedback to airspacemodernisation@ltn.aero.

If you have any questions, please get in touch.

Kind Regards,

Luton FASI-S Stage 2 engagement - 22nd February 2022

[redacted]

Tue 21/12/2021 15:13

To: [redacted]

Good afternoon,

I am emailing today regarding our FASI-S Airspace Change Proposal (ACP) at London Luton Airport. Earlier this year we restarted our ACP, and we would like to continue our engagement activities with all stakeholders.

Previously we shared with you our long list of options and requested your feedback on these. Since then, we have refined the designs to address your feedback. We have also performed a Design Principle Evaluation (DPE) on those options, as well as our Initial Options Appraisal (IOA).

We therefore would like to invite you to a session on **Tuesday 22nd February 2022** to share this work with you and ensure you are kept informed as a stakeholder, ahead of submitting the DPE and IOA to the CAA. We have organised two sessions, these are detailed below. The content of the sessions will be the same, so please attend whichever suits you best.

Morning session (9am-12pm), this will be an in-person session at Putteridge Bury, Hitchin Rd, Luton LU2 8LE
Afternoon session (1:30pm-4:30pm), this will be a virtual session held on MS Teams.

In order to let us know which session you prefer, please fill in our form here: [redacted]. We will then send you a calendar invite based on the session you have chosen. **This form will close on 31st January 2022.**

If you would like any further information or have any questions, please email us at airspacemodernisation@ltn.aero. As a reminder, you can also view our progress on the CAA's Airspace Modernisation Portal here.

We look forward to seeing you in February.

Kind regards,

[redacted]

[redacted]
Airspace and Noise Performance Manager
London Luton Airport
Percival House,
Percival Way,
Luton, LU2 9NU
w london-luton.co.uk

Name	Representing	Email address
[redacted]	Wizz Air	[redacted]
[redacted]	Wizz Air	[redacted]
[redacted]	Wizz Air	[redacted]
[redacted]	Wizz Air	[redacted]
[redacted]	Wizz Air	[redacted]
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[redacted]	Wizz Air	[redacted]
[redacted]	Ryanair	[redacted]
[redacted]	Ryanair	[redacted]
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[redacted]	Stansted	[redacted]
[redacted]	Stansted	[redacted]
[redacted]	NetJets	[redacted]
[redacted]	NetJets	[redacted]
[redacted]	Gama Aviation	[redacted]
[redacted]	TUI	[redacted]
[redacted]	TUI	[redacted]
[redacted]	TUI	[redacted]
[redacted]	TUI	[redacted]
[redacted]	London Executive Aviation	[redacted]
[redacted]	London Executive Aviation	[redacted]

[redacted]	Air Charter Scotland	[redacted]
[redacted]	Air Charter Scotland	[redacted]
[redacted]	Air Charter Scotland	[redacted]
[redacted]	Heathrow	[redacted]
[redacted]	Heathrow	[redacted]
[redacted]	Heathrow - NATS	[redacted]
[redacted]	Heathrow	[redacted]
[redacted]	London City	[redacted]
[redacted]	London City	[redacted]
[redacted]	London City - NATS	[redacted]
[redacted]	London City - NATS	[redacted]
[redacted]	London City	[redacted]
[redacted]	London City	[redacted]
[redacted]	London Southend Airport	[redacted]
[redacted]	Flair Jet	[redacted]
[redacted]	Signature Aviation	[redacted]
[redacted]	Signature Aviation	[redacted]
[redacted]	Signature Aviation	[redacted]
[redacted]	Harrods Aviation	[redacted]
[redacted]	Harrods Aviation	[redacted]
[redacted]	Vista Jet	[redacted]
[redacted]	Vista Jet	
[redacted]	Vista Jet	[redacted]
[redacted]	West Atlantic	[redacted]
[redacted]	El Al Airlines	[redacted]
[redacted]	DHL	[redacted]
[redacted]	DHL	[redacted]
[redacted]	DHL	[redacted]
[redacted]	DHL	[redacted]
[redacted]	MNG Airlines	[redacted]
[redacted]	MNG Airlines	[redacted]
[redacted]	RAF Northolt / MOD	[redacted]
[redacted]	RAF Northolt / MOD	[redacted]

[redacted]	RAF Northolt / MOD	[redacted]
[redacted]	RAF Northolt / MOD	[redacted]
[redacted]	London Gliding Club	[redacted]
[redacted]	Airsapce 4 All	[redacted]
[redacted]	Airsapce 4 All	[redacted]
[redacted]	Airsapce 4 All	[redacted]
[redacted]	NERL	[redacted]
[redacted]	NERL	[redacted]
[redacted]	NERL	[redacted]
[redacted]	Airport Operators Association (AOA)	[redacted]
[redacted]	Airfield Operators Group (AOG)	[redacted]
[redacted]	Aircraft Owners and Pilots Association (AOPA)	[redacted]
[redacted]	Airspace Change Organising Group (ACOG)	[redacted]
[redacted]	Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	[redacted]
[redacted]	Aviation Environment Federation (AEF)	[redacted]
[redacted]	British Airways (BA)	[redacted]
[redacted]	BAe Systems	[redacted]
[redacted]	British Airline Pilots Association (BALPA)	[redacted]
[redacted]	British Airline Pilots Association (BALPA)	[redacted]
[redacted]	British Balloon and Airship Club	[redacted]
[redacted]	British Business and General Aviation Association (BBGA)	[redacted]
[redacted]	British Gliding Association (BGA)	[redacted]

[redacted]	British Helicopter Association (BHA)	[redacted]
[redacted]	British Hang Gliding and Paragliding Association (BHPA)	[redacted]
[redacted]	British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo)	[redacted]
[redacted]	British Model Flying Association (BMFA)	[redacted]
[redacted]	British Skydiving	[redacted]
[redacted]	Drone Major	[redacted]
[redacted]	General Aviation Alliance (GAA)	[redacted]
[redacted]	Guild of Air Traffic Control Officers (GATCO)	[redacted]
[redacted]	Honourable Company of Air Pilots (HCAP)	[redacted]
[redacted]	Helicopter Club of Great Britain (HCGB)	[redacted]
[redacted]	Heavy Airlines	[redacted]
[redacted]	Iprosurv	[redacted]
[redacted]	Isle of Man CAA	[redacted]
[redacted]	Light Aircraft Association (LAA)	[redacted]
[redacted]	Low Fare Airlines	[redacted]
[redacted]	Military Aviation Authority (MAA)	[redacted]
[redacted]	Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)	[redacted]
[redacted]	NATS	[redacted]
[redacted]	NATS	[redacted]
[redacted]	Navy Command HQ	[redacted]

[redacted]	PPL/IR (Europe)	[redacted]
[redacted]	PPL/IR (Europe)	[redacted]
[redacted]	UK Airprox Board (UKAB)	[redacted]
[redacted]	UK Flight Safety Committee (UKFSC)	[redacted]
[redacted]	United States Air Force Europe (3rd Air Force-Directorate of Flying (USAFE (3rd AF-DOF))	[redacted]
[redacted]	ACOG	[redacted]
[redacted]	ACOG	[redacted]
[redacted]	Cambridge Marshall Airport	[redacted]
[redacted]	Cranfield Airport	[redacted]
[redacted]	Cambridge Gliding Club Gransden Lodge	[redacted]
[redacted]	East Anglian Rocketry Society (EARS)	[redacted]
[redacted]	GoSkyDive (potential new base at Little Staughton)	[redacted]
[redacted]	Meteorological Office Cardington	[redacted]
[redacted]	Meteorological Office Cardington	[redacted]
[redacted]	Little Gransden Aerodrome	[redacted]
[redacted]	Elstree Aerodrome	[redacted]
[redacted]	Andrewsfield Aerodrome	[redacted]
[redacted]	Oxford Aerodrome	[redacted]
[redacted]	Stapleford Aerodrome	[redacted]
[redacted]	Fowlmere Aerodrome	[redacted]
[redacted]	Peterborough Conington	[redacted]
[redacted]	Lyveden Gliding	[redacted]

[redacted]	Little Shefford	[redacted]
[redacted]	RAF Halton	[redacted]
[redacted]	Shuttleworth Aerodrome	[redacted]
[redacted]	Graveley	[redacted]
[redacted]	Graveley	[redacted]
[redacted]	Henlow	[redacted]
[redacted]	Henlow	[redacted]
[redacted]	Gorhambury Airfield	[redacted]
[redacted]	Sywell Aerodrome	[redacted]
[redacted]	Sywell Aerodrome	[redacted]
[redacted]	Duxford	[redacted]
[redacted]	North Weald Flying School	[redacted]
[redacted]	North Weald Flying School	[redacted]
[redacted]	North Weald Flying School	[redacted]
[redacted]	BALPA	[redacted]
[redacted]	Aylesbury Vale District Council	[redacted]
[redacted]	Aylesbury Vale District Council	[redacted]
[redacted]	Aylesbury Vale District Council	[redacted]
[redacted]	Aylesbury Vale District Council - Officer	[redacted]
[redacted]	Bedfordshire Association of Town and Parish Council	[redacted]
[redacted]	Bickerdike Allen & Partners	[redacted]
[redacted]	Buckinghamshire & MK Association of Local Councils	[redacted]
[redacted]	Buckinghamshire County Council	[redacted]

[redacted]	Buckinghamshire County Council - Officer	[redacted]
[redacted]	Buckinghamshire County Council - Officer	[redacted]
[redacted]	Central Bedfordshire Council	[redacted]
[redacted]	Central Bedfordshire Council	[redacted]
[redacted]	Central Bedfordshire Council	[redacted]
[redacted]	Chamber of Commerce	[redacted]
[redacted]	Dacorum Borough Council	[redacted]
[redacted]	Dacorum Borough Council	[redacted]
[redacted]	Dacorum Borough Council	[redacted]
[redacted]	easyJet	[redacted]
easyJet Base Pilot [redacted]	easyJet	[redacted]
	easyJet	[redacted]
[redacted]	easyJet	[redacted]
[redacted]	HarpendenSky	[redacted]
[redacted]	Hertfordshire Association of Town & Parish Councils	[redacted]
[redacted]	Hertfordshire County Council	[redacted]
[redacted] (vice chair of LLACC)	Hertfordshire County Council	[redacted]
[redacted]	Hertfordshire County Council - Officer	[redacted]
[redacted] (Chairman)	Independent LLACC Chair	[redacted]
[redacted]	Kings Walden Parish Council	[redacted]

[redacted]	Kings Walden Parish Council	[redacted]
[redacted]	LADACAN	[redacted]
[redacted]	LADACAN	[redacted]
[redacted]	LLA Branch TGWU	[redacted]
[redacted]	Luton Borough Council	[redacted]
[redacted]	Luton Borough Council	[redacted]
[redacted]	Luton Borough Council Planning	[redacted]
[redacted]	North Hertfordshire District Council - Officer	[redacted]
[redacted]	North Hertfordshire District Council	[redacted]
[redacted]	PAIN (People Against Intrusive Noise)	[redacted]
[redacted]	St Albans City & District Council	[redacted]
[redacted]	St Albans City and District Council - Officer	[redacted]
[redacted]	St Albans District Council	[redacted]
[redacted]	St Albans Quieter Skies (STAQS)	[redacted]
[redacted]	Stevenage - Officer	[redacted]
[redacted]	Stevenage Borough Council	[redacted]
[redacted]	Stop Luton Airport Expansion	[redacted]
[redacted]	Welwyn Hatfield Council - Head of Planning	[redacted]
[redacted]	East Herts District Council - Planning	[redacted]
[redacted]	Chilterns Conservation Board	[redacted]

[redacted]	Luton Rising (Airport Owner) - York Aviation	[redacted]
[redacted]	Luton Rising (Airport Owner) - York Aviation	[redacted]
[redacted]	Luton Rising (Airport Owner)	[redacted]
[redacted]	NATS Luton	[redacted]
[redacted]	NATS Luton	[redacted]

Workshop 1 (in-person) – Tuesday 22 February 2022 0900-1200

Name	Representing
[redacted]	London Gliding Club
[redacted]	NATS
[redacted]	Dacorum Borough Council
[redacted]	NATS
[redacted]	London Gliding Club
[redacted]	London Luton Airport Consultative Committee Chair
[redacted]	Hertfordshire County Council
[redacted]	London Gliding Club
[redacted]	Buckinghamshire Council
[redacted]	St Albans Quieter Skies

Workshop 2 (online) – Tuesday 22 February 2022 1330-160

Name	Representing
[redacted]	Cambridge Airport
[redacted]	RAF Northolt
[redacted]	NATS (working for Luton Airport)
[redacted]	Ryanair
[redacted]	Easyjet
[redacted]	Bikerdike Allen
[redacted]	Heathrow Airport
[redacted]	Stansted Airport
[redacted]	Shuttleworth
[redacted]	Stevenage Borough Council
[redacted]	Breachwood Green Parish Council
[redacted]	DAATM
[redacted]	East Herts Council
[redacted]	ATC NATS Luton
[redacted]	Luton Rising
[redacted]	North Herts District Council
[redacted]	Gravely Airfield
[redacted]	Stansted Airport
[redacted]	NATS
[redacted]	Southend Airport
[redacted]	St Albans Quieter Skies
[redacted]	Biggin Hill Airport
[redacted]	Buckinghamshire & MK Association of Local Councils
[redacted]	British Microlight Aircraft Association
[redacted]	RAF Northolt ACP
[redacted]	London City Airport
[redacted]	Dacorum Borough Council
[redacted]	Heathrow Airport
[redacted]	British Helicopter Association
[redacted]	Cambridge Airport
[redacted]	Biggin Hill Airport