London Terminal Control Area (LTMA)

Future Airspace Strategy (FASI)
Stage 3 Early Engagement: Position Report
Collate and Review Responses
ACP-2020-043 / -044 / -045

Prepared by:
Airspace Change Specialist

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Change History

Issue	Month Year	Change in this issue (most recent first)
Issue 1	February 2024	First issue

Roles

Action	Role	Date
Produced	Airspace Change Specialist Airspace Future Operations	February 2024
Reviewed Approved	Airspace Implementation Manager Airspace Future Operations	February 2024
Reviewed Approved	Manager Airspace Delivery Airspace Future Operations	February 2024

References

Ref	Description	Link
1	CAA Airspace Change Portal pages: London Airspace Management Programme (LAMP) Deployment 2, 3 & 4	Deployment 2 Deployment 3 Deployment 4
2	Annex 1 Engagement Evidence	CAA Portal page

1. Introduction

1.1. Engagement - aim and purpose

1.1.1. We completed Stage 2 of CAP1616 with a single option for the network design - hybrid systemisation - and 62 concept design options across the 12 FASI (Future Airspace Strategy Implementation) airports which are interdependent with this ACP.

1.1.2. We are now in the developmental phase of Stage 3, progressing the design concepts to viable design options. Throughout this process we are assessing impacts, interdependencies and benefits of different options.

1.1.3. The complexity of this airspace requires an informed, staged approach to the development of the network design. Stakeholder input is essential to our design process, as we seek to develop an efficient, effective network design in support of our design principles and aligned with stakeholder aspirations as far as possible.

1.1.4. The purpose of this early engagement was to seek feedback on the initial development of the network design, specifically:

- the constraints and design elements which are underpinning the network design at this stage
- the impact of these network design features on the airport arrival options and design envelopes – we have refined these design envelopes and potential design options to optimise airport connectivity and efficient network development.

1.2. Engagement activity

1.2.1. We held 12 online engagement sessions over a 2-week period in October 2023, and invited over 160 organisations. 37 organisations attended a session.

1.2.2. We presented a comprehensive update of the early design features for the LTMA (London Terminal Manoeuvring Area) network and refined design envelopes and design options for each airport. The LTMA and adjoining airspace was presented as quadrants, to enable sufficient detail to be presented for each geographical area; and the airports each had a subsection which described the progression from Stage 2. See Appendix 1: Methodology for further detail on the engagement materials and Annex 1 Engagement Evidence (Ref 2) for a copy of the presentation.

1.2.3. Once the engagement sessions were complete, all stakeholders were emailed a video recording of the presentation and invited to provide formal feedback through an online form. We received responses from 26 stakeholders, and these have been assessed and summarised within this document.

1.2.4. We have identified key themes which stakeholders have provided feedback on, and there are some feedback elements which may influence the design as it develops. Section 2 presents the key themes and the detailed feedback and level of support for each element. A response to all feedback is provided by NERL (NATS En-Route Limited).

1.2.5. Overall, feedback is supportive of the proposed design elements at this early stage. We will continue to develop the design in close coordination with the FASI airports and our other stakeholders. The feedback provided within this round of engagement will inform and shape our design process, in line with the 'we asked, you said, we did' model advocated within CAP1616.

1.2.6. This document is intended to be a comprehensive record of the formal engagement undertaken at this stage and is produced as engagement evidence for our Stage 3 submission.

2. Stakeholder Feedback

2.1. Key Themes

This section details the feedback received for each network quadrant, and for each airport. NERL provides a response to each comment. Key themes emerged from the feedback:

1) **Military airspace.** We described the potential impacts of military training areas, danger areas and military corridors on our design.

   A number of comments indicate stakeholders support transparent review of the military airspace requirements against civil airspace requirements in order to ensure the most efficient design of the airspace. Suggestions are made by stakeholders as to what this could include and potential considerations.

   This will all be considered by NERL as we progress our design in close collaboration with the MoD (Ministry of Defence).

2) **Controlled Airspace**. We described some potential revisions to controlled airspace (CAS) and Flexible Use Airspace (FUA), which may be required for the network design.

   Stakeholders indicate that in certain locations additional CAS may be beneficial for flight efficiency; however, there may be impacts on other airspace users.

   NERL will continue to develop the network design in line with Design Principle (DP) 5.

3) **Network design (hybrid systemisation).** We provided some early indication of where new systemised routes could be implemented and indicative traffic flows.

   Stakeholders are supportive of the hybrid systemisation model. Feedback proposes options to consider, increasing flexibility and capacity within the airspace. Airports are keen to obtain continuous climb on departures but want a design which is flexible to offer the most efficient routings.

   As the airport designs progress, NERL will be keen to explore how flexible the airspace design can be to maximise the hybrid systemisation approach. The network design seeks to separate departures by design where possible, with tactical intervention required in areas of complexity.

4) **Network design (airport connectivity/route allocation).** At this early stage we have not provided detail on traffic allocation and airport connectivity for the proposed routes, as this is still in development.

   Stakeholders would like to understand how the network would connect with airport procedures, and the proposed allocation of traffic to specific routes.

   As the network design develops, NERL will work closely with sponsor airports to determine optimal traffic/ route allocation and airport connectivity.

NORTHEAST QUADRANT: Stakeholder feedback				
TOPIC / AREA	"WE ASKED"	"YOU SAID" (Stakeholder response and comments)		"WE DID" (NERL response)
Danger Area (DA): Shoeburyness Complex	Any routes designed over the DA complex will require alternatives for when the DA is active at higher levels, providing sufficient capacity for westbound flows.	Agree: 18/26 (69%) Disagree: 0/26 Neutral: 6/26 (23%) N/A: 2/26 (8%)	• Agree with NATS assessment of constraints (MoD)	We will continue with this approach as stakeholders are broadly in agreement. **No comments which impact on the design.**
Military Training Areas (MTA): • East Anglia MTA • Lakenheath & Mildenhall LFA • Lakenheath ATA	Traffic can be routed under the MTA, and up to the boundary. Any routes designed through the MTA will require alternatives for when the MTA is active at impacted levels. Routes crossing LFA must be FL120 or above. Routes crossing the south ATA must be FL200 or above.	Agree: 16/26 (62%) Disagree: 1/26 (4%) Neutral: 7/26 (27%) N/A: 2/26 (8%)	• Agree with NATS assessment of constraints and engaged on EAMTA revisions (MoD) • TRA003 will always be booked if the EAMTA is active; therefore, traffic cannot be routed under the East Anglia MTA (MoD)	We will continue with this approach as stakeholders are broadly in agreement. **Feedback which may impact the design:** The MoD disagree due to an incorrect assessment of TRA usage - design constraints will be revised to reflect TRA003 usage.
Network Connectivity: Northeast	Network flow from the northeast will remain to connect with current day routes. Routes that cross the FIR boundary will likely remain consistent with today.	Agree: 13/26 (50%) Disagree: 2/26 (8%) Neutral: 9/26 (35%) N/A: 2/26 (8%)	• Is there sufficient network capacity for LL/KK/GW/SS via REDFA/SOMVA without tactical intervention/level offs. In other areas, additional parallel routes are added but there's less here. (Stansted) • Support proposed L980 XAMAN – SABER (BALPA) • Designs resemble current state; is there more scope for flexibility in the CONOPS (Gatwick). • Are the outbound routes envisaged to be airport specific or destination specific (Heathrow).	We will continue with this approach as stakeholders are broadly in agreement or have no opinion. **No comments which impact on the design:** Network design seeks to separate departures by design where possible, with tactical intervention required in areas of complexity. As the design progresses, additional routes may develop. This early design engagement aims to confirm design constraints which do remain broadly similar to today. The new network design will be developed from this. At this early stage of network design, traffic / route allocation has yet to be determined.
Network Connectivity: Impact of other ACPs	Proposed changes in separate ACP: • New COP at NAVPI to optimise EGGW/EGSS inbounds • Revision of EAMTA for more direct routings	Agree: 12/26 (46%) Disagree: 2/26 (8%) Neutral: 9/26 (35%) N/A: 2/26 (8%)	• Not possible to assess impact of other ACPs below 7000ft as not yet developed (BGA) • Support change at NAVPI for earlier separation of LTN inbounds (BALPA)	We will continue with this approach as stakeholders are broadly in agreement or have no opinion. NAVPI is being progressed under OSEP – planned for Feb 2025 **No comments which impact on the design.**

Network Routes / Systemisation	Route L980 proposed to be retained east of SABER. BPK - two eastbound departure routes could replace today's single route.	Agree: 14/26 (54%) Disagree: 2/26 (8%) Neutral: 8/26 (31%) N/A: 2/26 (8%)	• Good split of CLN and BPK SIDs (BALPA) • Support network elements (MoD) • NERL should consider the applicability of closely spaced routes that aren't laterally separated (Luton). • Looks like further north departures or arrival routes for Luton (Ryanair) • Wish to join proposed routes without tactical coordination /intervention (Southend) • Little or no impact (Biggin Hill, Bournemouth, Jersey ATC) • Currently no information provided on contingencies i.e. weather (Ryanair)	We will continue with this approach as stakeholders are broadly in agreement or have no opinion. **No comments which impact on the design.** Comments are generally supportive of the proposed design. Some stakeholders require further detail on airport connectivity. As the airport designs progress, NERL will be keen to explore how flexible the airspace design can be to maximise the hybrid systemisation approach. As design progresses, contingency plans will be developed and described.

SOUTHEAST QUADRANT: Stakeholder feedback				
TOPIC / AREA	"WE ASKED"	"YOU SAID" (Stakeholder response and comments)		"WE DID" (NERL response)
Danger Area: CBA1	Trial of new CBA1 volume described and potential network implications described for network connectivity.	Agree: 20/26 (77%) Disagree: 0/26 Neutral: 3/26 (12%) N/A: 3/26 (12%)	No comments	We will continue with this approach as stakeholders are broadly in agreement. **No comments which impact on the design.**
Paradropping sites: • Headcorn paradropping site	Procedures that accommodate Headcorn Paradropping site will need to be retained.	Agree: 15/26 (58%) Disagree: 1/26 (4%) Neutral: 6/26 (23%) N/A: 4/26 (15%)	Paradropping site should not be taking up valuable airspace in this busy area (Ryanair)	We will continue with this approach as stakeholders are broadly in agreement or have no opinion. **No comments which impact on the design:** NERL will continue to develop the network design in line with DP6.
Network Connectivity: Southeast	Arrivals: Realignment of L610 east of RAPIX Other flows remaining consistent with today Departures: 3 new eastbound departure routes orientated by departure airfield. Unrestricted use of UL10 via RINTI (within constraints of French RAD)	Agree: 16/26 (62%) Disagree: 0/26 (0%) Neutral: 7/26 (27%) N/A: 3/26 (12%)	• The new routes to the southeast provide good potential to ease delays via DVR. (Stansted) • Similar to today, which works well for traffic to/from east & south (Biggin Hill) • Improved departure routes for Luton (Ryanair) • Support network elements (MoD) • Little or no impact (Jersey ATC, MoD) • What is the proposed routing for Southend traffic departing to the south? (Southend) • Support for the RINTI/UL10 proposed route. Further information on route connectivity / traffic allocation would be helpful (Heathrow) • Designs resemble current state; how will this deliver objectives? (Gatwick)	We will continue with this approach as stakeholders are broadly in agreement or have no opinion. **No comments which impact on the design:** Comments are supportive of the proposed design. Some stakeholders require further detail on airport connectivity. 3 new eastbound routes being worked on with adjacent ANSPs for possible earlier deployment. Relaxation of RINTI RAD (Luton Departures) commenced 30/11/23. At this early stage of network design, further traffic / route allocation has yet to be determined. This early design engagement aims to confirm design constraints which do remain broadly similar to today. The new network design will be developed from this.

SOUTHWEST QUADRANT: Stakeholder feedback				
TOPIC / AREA	"WE ASKED"	"YOU SAID" (Stakeholder response and comments)		"WE DID" (NERL response)
Danger Areas: • Salisbury Plain Complex • Portland Complex • Portsmouth Complex •	Any routes designed through a DA complex will require alternatives for when the DAs are active at impacted levels.	Agree: 18/26 (69%) Disagree: 1/26 (4%) Neutral: 5/26 (19%) N/A: 2/26 (8%)	Portsmouth & Portland generate significant airspace constraints, impacting on UK commercial growth and CO2e emissions. Could this be reduced /moved, or airspace use reviewed to ensure justified (BA).	We will continue with this approach as stakeholders are broadly in agreement. **Feedback which may impact the design:** NERL will continue to work closely with the MoD to determine operational airspace requirements. Potentially, this may revise design constraints.
Military Corridors: • Swindon Military Crossing Corridor	Any routes designed at FL230 / FL240 will require alternatives for when the corridor is active at impacted levels.	Agree: 17/26 (65%) Disagree: 0/26 Neutral: 7/26 (27%) N/A: 2/26 (8%)	Military corridors may be outdated. A multi-agency review of volumes and levels of airspace associated with military corridors is recommended in light of current and future operational fleets (Heathrow)	We will continue with this approach as stakeholders are broadly in agreement. **Feedback which may impact the design:** NERL will continue to work closely with the MoD to determine operational airspace requirements. Potentially, this may revise design constraints.
Network Connectivity: Southwest	Routes that cross the FIR boundary will likely remain consistent with today. Project must retain connectivity from the LTMA to the wider network, linking with systemised airspace in the west.	Agree: 13/26 (50%) Disagree: 3/26 (12%) Neutral: 8/26 (31%) N/A: 2/26 (8%)	• Access to the TANGO airways seems limited (easyJet) • Unclear how a westerly arrival route to EGKB would be accommodated in this sector (do recognise this is a design consideration) (Biggin Hill) • ORTAC could be considered an ENTRY point to UK FIR, allowing 2 routes from SW in case of Portsmouth DA activation up to FL550 (BALPA) • Traffic/Departure Load balancing via LND shouldn't be seen as a fix, if a reduction in UK MIL danger areas can be considered first (BA). • No impact to Jersey (Jersey ATC)	We will continue with this approach as stakeholders are broadly in agreement and consider the below feedback. Connectivity to the TANGO airways is outside the scope of this project, with no revisions to current access. As acknowledged in the engagement material, NERL are considering a westerly option for EGKB within the design options already. **Feedback which may impact the design:** NERL will explore the feasibility of ORTAC as an entry point as the design progresses. This has the potential to revise the design. NERL will continue to work closely with the MoD to determine operational airspace requirements. Potentially, this may revise design constraints.

Systemised Routes	3 systemised routes proposed positioned parallel to the Portsmouth DA complex. • Traffic switchover to the correct route to exit the UK FIR is currently in design development. • Proposal for a 2nm safety buffer from DA.	Agree: 14/26 (54%) Disagree: 1/26 (4%) Neutral: 8/26 (31%) N/A: 3/26 (12%)	• The additional route options should enable easier network access and more direct routings to the S/SW, we fully support the concepts. Additional RAD restriction placed once over the French FIR boundary could inhibit benefits (Stansted). • Additional routes look beneficial (Ryanair). • Are the outbound routes envisaged to be airport specific or destination specific (Heathrow)	We will continue with this approach as stakeholders are broadly in agreement or have no opinion. **No comments which impact on the design.** Comments are supportive of the proposed design. At this early stage of network design, traffic / route allocation has yet to be determined.
Flexible Use Airspace	NERL are exploring the feasibility of changing the current FUA airspace (Q41) to become flight plannable. • Additional airspace in this area could facilitate 2 systemised parallel routes north/south reducing ATC workload and complexity.	Agree: 15/26 (58%) Disagree: 2/26 (8%) Neutral: 7/26 (27%) N/A: 2/26 (8%)	• Any changes that reduce the availability of Class C/G will impact MoD operations. The MoD is fully committed to supporting FUA principles, for both new and existing CAS (MoD) • The additional FUA and connectivity would be beneficial to BOH (Bournemouth) • Where can we see engagement with MoD on FUA and is there opportunity for more FUA (Gatwick)	We will continue with our proposal to explore FUA revisions to accommodate new routes as stakeholders are broadly in agreement. **Feedback which may impact the design:** NERL will continue to work closely with the MoD to determine operational airspace requirements. Potentially, this may revise design constraints.
Controlled Airspace	NERL are exploring the provision of contiguous CAS in the EGHH region to enhance safety.	Agree: 17/26 (65%) Disagree: 1/26 (4%) Neutral: 6/26 (23%) N/A: 2/26 (8%)	• The additional CAS and connectivity would be beneficial to BOH (Bournemouth) • Controlled airspace at EGHI should be amended so that aircraft can remain in CAS without manoeuvres such as the "Winchester Loop" (Loganair) • Concerned about increased controlled airspace volumes in the SW quadrant and are unconvinced that there is a need (BGA). • Any changes that reduce the availability of Class C/G will impact MoD operations. The MoD is fully committed to supporting FUA principles, for both new and existing CAS (MoD)	We will continue with our proposal to explore contiguous CAS in this area as stakeholders are broadly in agreement. **No comments which impact on the design.** NERL will continue to develop the network design in line with DP5. NERL will continue to work closely with the MoD to determine operational airspace requirements.

NORTHWEST QUADRANT: Stakeholder feedback				
TOPIC / AREA	"WE ASKED"	"YOU SAID" (Stakeholder response and comments)		"WE DID" (NERL response)
Danger Area: Weston on the Green (D129)	Any routes designed through a DA complex will require alternatives for when the DAs are active at impacted levels.	Agree: 19/26 (73%) Disagree: 0/26 Neutral: 6/26 (23%) N/A: 1/26 (4%)	No comments	We will continue with this approach as stakeholders are broadly in agreement. **No comments which impact on the design.**
Military Training Areas: East Anglia MTA (EAMTA)	Traffic can be routed under the MTA, and up to the boundary. Any routes designed through the MTA will require alternatives for when the MTA is active at impacted levels.	Agree: 18/26 (69%) Disagree: 1/26 (4%) Neutral: 6/26 (23%) N/A: 1/26 (4%)	TRA003 will always be booked if the EAMTA is active; therefore, traffic cannot be routed under the East Anglia MTA (MoD)	We will continue with this approach as stakeholders are broadly in agreement. **Feedback which may impact the design:** The MoD disagree due to an incorrect assessment of TRA usage – as per Northeast response.
Military Corridors: DTY Military Radar Crossing Corridor WCO Military Radar Crossing Corridor	DTY: Any routes designed at FL100 / FL110 will require alternatives for when the corridor is active at impacted levels. WCO: Any routes designed at FL230 / FL240 will require alternatives for when the corridor is active at impacted levels.	Agree: 16/26 (62%) Disagree: 0/26 (0%) Neutral: 9/26 (35%) N/A: 1/26 (4%)	Military corridors may be outdated. A multi-agency review of volumes and levels of airspace associated with military corridors is recommended in light of current and future operational fleets (Heathrow)	Stakeholders are broadly in agreement. We will continue with this approach, working closely with the MoD. **Feedback which may impact the design:** NERL will continue to work closely with the MoD to determine operational airspace requirements. Potentially, this may revise design constraints.
Paradropping sites: Hinton in the Hedges	Procedures that accommodate Hinton in the Hedges Paradropping site will need to be retained.	Agree: 13/26 (50%) Disagree: 1/26 (4%) Neutral: 11/26 (42%) N/A: 1/26 (4%)	No comments	We will continue with this approach as stakeholders are broadly in agreement. **No comments which impact on the design.**
Airport Constraint - EGBB	EGBB holding structures are a fixed constraint up to FL140. Any network changes must ensure there are no changes to traffic flows below 7,000ft.	Agree: 14/26 (54%) Disagree: 0/26 (0%) Neutral: 10/26 (38%) N/A: 2/26 (8%)	Cannot comment on EGBB constraints (Gatwick)	We will continue with this approach as stakeholders are broadly in agreement. **No comments which impact on the design.**

Network Connectivity / Systemised Routes	Retain L613 west of East Anglia MTA Systemised 'spine' of up to 10 routes to connect LTMA to MTMA.	Agree: 17/26 (65%) Disagree: 2/26 (8%) Neutral: 6/26 (23%) N/A: 1/26 (4%)	• Southend wants to join the most easterly of the proposed routes without need for tactical coordination / intervention, unless improved climb on an easterly routing which then turns north (Southend). • Are the outbound routes envisaged to be airport specific or destination specific (Heathrow; Luton). • Unclear how a westerly arrival route to EGKB would be accommodated in this sector (Biggin Hill) • Better routes for Luton (Ryanair). • No impact to Jersey (Jersey ATC)	We will continue to develop the systemised 'spine' of routes, as stakeholders are broadly in agreement. **No comments which impact on the design.** Some stakeholders require further detail on airport connectivity/route allocation. At this early stage of network design, traffic / route allocation has yet to be determined. As acknowledged, NERL are considering a westerly option for EGKB within the design options already.
Controlled Airspace	Additional CAS in Cotswold CTA would be required to enable 10 routes within the systemised 'spine'	Agree: 16/26 (62%) Disagree: 1/26 (4%) Neutral: 8/26 (31%) N/A: 1/26 (4%)	Unconvinced that there is a need for more CAS in this area (BGA). Additional CAS may impact MoD operations. The cumulative impact of proposed CAS from MTMA ACP needs to be assessed (MoD).	We will continue with our proposal to explore additional CAS in this area as stakeholders are broadly in agreement. **No comments which impact on the design.** NERL will continue to develop network in line with DP5. NERL will continue to work closely with the MoD to determine operational airspace requirements.

AIRPORTS –

We asked for feedback on each airport's refined design envelope and design options. These questions weren't mandatory so not all stakeholders provided feedback on each airport:

2.2. Biggin Hill

2.2.1. 6 stakeholders provided feedback on Biggin Hill design envelope and revised design options.

2.2.2. Airport stakeholders support but some emphasise the need to minimise impacts on other LTMA airports within the design.

2.2.3. BGA are unclear on the CAS requirements so disagree with both aspects of the proposal at this stage.

2.2.4. No changes are proposed to the design envelope or design options at this stage.

Figure 1 Biggin Hill: stakeholder feedback on proposed design envelope & design options

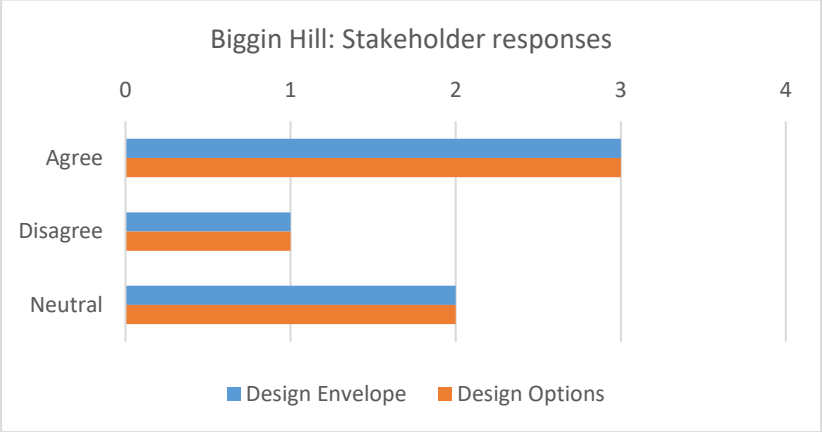

Table 1 Feedback on Biggin Hill

Stakeholder	Feedback	Impact / NERL Response
Biggin Hill	Support proposal – wish to see a westerly arrival option which this supports	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs
Gatwick	Support proposal – takes full view of available airspace	No impact on design
BGA	Disagree - need more information on controlled airspace requirements	No impact on design. CAS requirements will be clarified as the designs progress
Heathrow	Insufficient information at this early stage to determine impact on Heathrow	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs
London City	LCY traffic needs to be accommodated. Hybrid systemisation should accommodate and optimise both systemised and non-systemised routings.	No impact on design. As the airport designs progress, NERL will be keen to explore how flexible the airspace design can be to maximise the hybrid systemisation approach.
Southend	Support proposal – impacts to Southend should be minimised	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs

2.3. Bournemouth

2.3.1. 7 stakeholders provided feedback on Bournemouth design envelope and revised design options.

2.3.2. Airport stakeholders agree with the revised design envelopes and design options or are neutral. The proposed CAS revisions within the network design may impact some stakeholders.

2.3.3. BGA are unclear on the CAS requirements so disagree with both aspects of the proposal at this stage.

2.3.4. No changes are proposed to the design envelope or design options at this stage.

Figure 2 Bournemouth: stakeholder feedback on proposed design envelope & design options

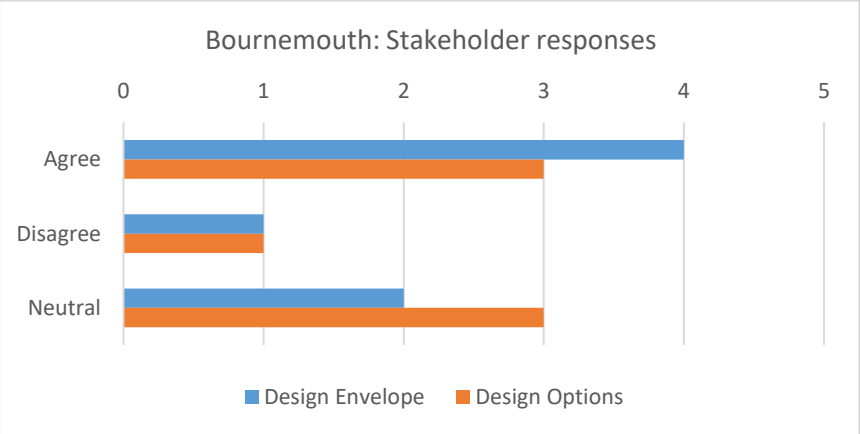

Table 2 Feedback on Bournemouth

Stakeholder	Feedback	Impact / NERL Response
Bournemouth	Increased airspace and FUA would be of great benefit to BOH.	No impact on design. This support for the network design is captured in the network feedback.
Gatwick	Agree with approach but unclear on why inner hold options to the west of EGHH were discontinued.	No impact on design. Inner holds to the west were discontinued at Stage 2, and the rationale is provided within the Bournemouth Stage 2 documents (Ref 1).
BGA	Disagree - need more information on controlled airspace requirements	No impact on design. CAS requirements will be clarified as the designs progress
MoD	Likely that additional CAS will impact MoD operations. This can be quantified once further detail is available.	No impact on design. NERL will continue to work closely with the MoD to determine operational airspace requirements in line with DP5 & DP7.
Jersey ATC	No impact to Jersey at this stage.	No impact to design.

2.4. Farnborough

2.4.1. 7 stakeholders provided feedback on Farnborough design envelope and revised design options.

2.4.2. The proposed CAS revisions within the network design may impact some stakeholders, and there is insufficient detail at this stage for an informed assessment of impacts. However, 5 stakeholders agree with the revised design envelopes and design options or are neutral.

2.4.3. BGA are unclear on the CAS requirements so disagree with both aspects of the proposal at this stage. Biggin Hill also disagree due to potential impact on their design aspirations.

2.4.4. No changes are proposed to the design envelope or design options at this stage.

Figure 3 Farnborough: stakeholder feedback on proposed design envelope & design options

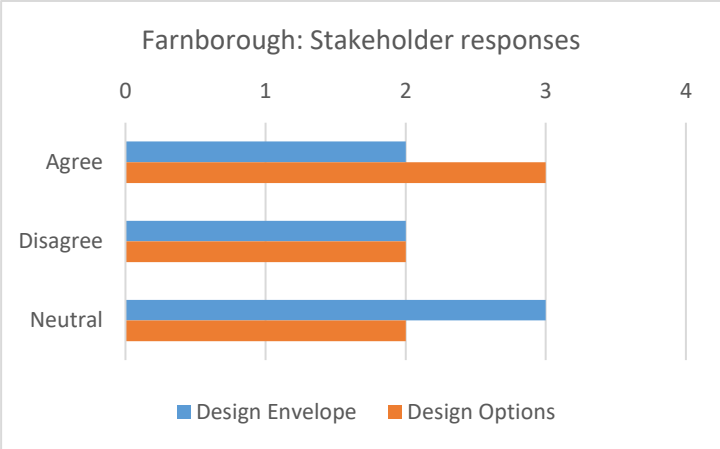

Table 3 Feedback on Farnborough

Stakeholder	Feedback	Impact / NERL Response
Biggin Hill	Disagree – appears to reduce option for westerly low-level transit route to/from Biggin Hill, which would benefit frequent re-positioning flights.	No impact on design. This engagement is focused on arrival structures above 7,000ft. The feasibility of a low-level transit route between airports would need to be determined during collaborative work by relevant airports.
Bournemouth	Require engagement with EGLF to ensure a cohesive plan moving forward.	No impact on design. NERL would support and encourage collaborative design between the FASI airports..
BGA	Disagree - need more information on controlled airspace requirements.	No impact on design. CAS requirements will be clarified as the designs progress.
Farnborough	Agree with approach and understand design envelope could be revised as their Stage 2 designs develop.	No impact on design. The constraints and design elements do not prevent NERL from adapting or amending the refined Design Envelope or proposed options if required, as a result of further development or stakeholder feedback.
Gatwick	Agree with approach but unclear on why the airspace to the north and east of EGLF were discontinued.	No impact on design. Inner holds to the north and east were discontinued at Stage 2, and the rationale is provided within the Farnborough Stage 2 documents (Ref 1).
Heathrow	Insufficient information at this early stage to determine impact on Heathrow departures.	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs
MoD	Likely that additional CAS will impact MoD operations. This can be quantified once further detail is available.	No impact on design. NERL will continue to work closely with the MoD to determine operational airspace requirements in line with DP5 & DP7.

2.5. Gatwick

2.5.1. 9 stakeholders provided feedback on Gatwick design envelope and revised design options.

2.5.2. 6 agree with the proposal design envelope and 3 are neutral and there is strong support for the design options (8 agree; 1 neutral). Airport stakeholders support but some emphasise the need to minimise impacts on other LTMA airports within the design.

2.5.3. No stakeholders disagree with the proposals for Gatwick at this stage.

2.5.4. No changes are proposed to the design envelope or design options at this stage.

Figure 4 Gatwick: stakeholder feedback on proposed design envelope & design options

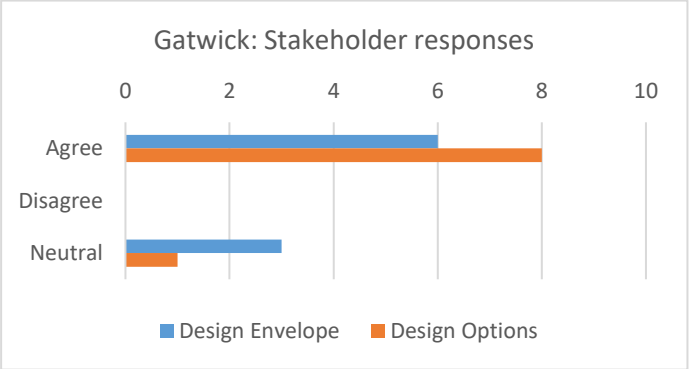

Table 4 Feedback on Gatwick

Stakeholder	Feedback	Impact / NERL Response
British Airways (Gatwick)	Support proposals	No impact on design.
British Airways	Support proposals – support point merge removal.	No impact on design.
Delta Airlines	Support design options – arrivals over LHR could be accomplished. Vertical separation would allow NW or SW sector to be included.	No impact on design. Regardless of arrival direction, the location of a holding facility in the NW or SW sectors would not be viable, due to the constraints described within engagement.
Emirates Airline	Support proposals	No impact on design.
Gatwick Airport	Agree with approach but unclear on why the airspace to the north, northeast and northwest of the airfield were already discontinued.	No impact on design. Design options to the north, northeast and northwest of the airfield were discontinued at Stage 2, and the rationale is provided within the Gatwick Stage 2 documents (Ref 1).
London City Airport	LCY traffic needs to be accommodated. Hybrid systemisation should accommodate and optimise both systemised and non-systemised routings.	No impact on design. As the airport designs progress, NERL will be keen to explore how flexible the airspace design can be to maximise the hybrid systemisation approach.
Southend Airport	Support proposal – impacts to Southend should be minimised.	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs.
TUI Airline	Support proposals	No impact on design.
Wizzair	Support proposals. Query how flight planning will be impacted, and how plannable holds will be.	No impact on design. It is not within scope to revise flight planning arrangements. The RAD will continue to provide the appropriate routings for flight planning. Arrival structures will be part of the STAR as per today.

2.6. Heathrow

2.6.1. 10 stakeholders provided feedback on Heathrow design envelope and revised design options.

2.6.2. Stakeholders either agree with the proposed design envelope and design options or are neutral.

2.6.3. No stakeholders disagree with the proposals for Heathrow at this stage.

2.6.4. No changes are proposed to the design envelope or design options at this stage.

Figure 5 Heathrow: stakeholder feedback on proposed design envelope & design options

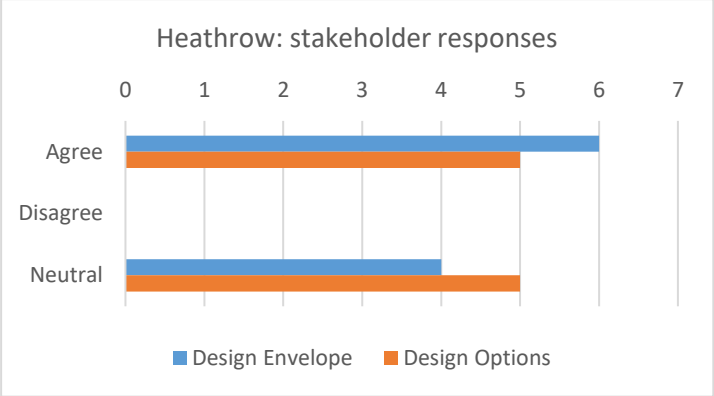

Table 5 Feedback on Heathrow

Stakeholder	Feedback	Impact / NERL Response
British Airways	Support proposals – support point merge removal.	No impact on design.
MoD (RAF Northolt)	Northolt need to understand possible options for independent holds. This early design does not provide sufficient detail for this.	No impact on design. NERL will continue to work closely with RAF Northolt to provide sufficient detail on potential independent hold.
Delta Airlines	Support proposals – Heathrow traffic should be prioritized to benefit the entire LTMA.	No impact to design. NERL are seeking to apply our design principles across the entire LTMA and all sponsor airports.
Gatwick Airport	Heathrow design envelope explains refinement fully, including interface with proposed network structures. The assessment for 4 holds is not fully justified.	No impact on design. The design was progressed from Stage 2, and the rationale for 4 holds is provided within the Heathrow Stage 2 document.
Heathrow	This engagement needs to clearly describe it is for arrival structures only above 7,000ft and does not include departure / transition factors. Continued collaborative engagement from NERL with Heathrow through Stage 3 will assist.	No impact on design. The engagement material states the design envelope is for potential arrival structures above 7,000ft only. NERL will continue to work closely with interdependent ACPs as they develop their designs.
London City Airport	LCY traffic needs to be accommodated. Hybrid systemisation should accommodate and optimise both systemised and non-systemised routings.	No impact on design. As the airport designs progress, NERL will be keen to explore how flexible the airspace design can be to maximise the hybrid systemisation approach.
Luton Airport	The design envelope could be seen to indicate no routes at all within the excluded area to the west.	No impact on design. The engagement material states the design envelope is for potential arrival structures only.
Southend Airport	Support proposal – impacts to Southend should be minimised.	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs.
Stansted	Support proposals – support point merge removal.	No impact on design.

2.7. London City

2.7.1. 5 stakeholders provided feedback on London City design envelope and revised design options.

2.7.2. Airport stakeholders support but some emphasise the need to minimise impacts on other LTMA airports within the design.

2.7.3. London City are concerned that the design envelope appears to be based on current day traffic flows, which skews the viability of routes to the airport due to the current point merge structure to the east. This may conflict with airport plans.

2.7.4. No stakeholders disagree with the proposals for London City at this stage.

2.7.5. No changes are proposed to the design envelope or design options at this stage.

Figure 6 London City: stakeholder feedback on proposed design envelope & design options

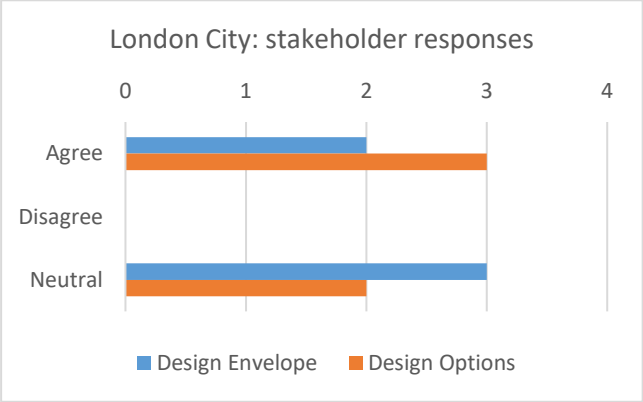

Table 6 Feedback on London City

Stakeholder	Feedback	Impact / NERL Response
Biggin Hill	Support proposal – supports EGKB and EGLC having independent arrival structures.	No impact on design. NERL will continue to explore the feasibility of independent arrival structures where possible.
Gatwick	Agree with approach but unclear on why the airspace to the west, southwest and north of the airfield were already discontinued.	No impact on design. Design options to the west, southwest and north of the airfield were discontinued at Stage 2, and the rationale is provided within the London City Stage 2 documents (Ref 1).
Heathrow	Insufficient information at this early stage to determine impact on Heathrow	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs
London City	Design is similar to today and may be limiting the potential benefits and opportunity for new routes for LCY. The hybrid systemisation model needs to fully explore the potential benefits of tactical shortcuts – including demand and predictability to ensure flight planning gains. This appears to be 'do minimum' for LCY.	No impact on design. The refined design envelope provides the capability for either a point merge or inner holds. As the airport designs progress, NERL will be keen to explore how flexible the airspace design can be to maximise the hybrid systemisation approach, working with LCY to consider the potential impact of changing traffic flows
Southend	Support proposal – impacts to Southend should be minimised	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs

2.8. Luton

2.8.1. 8 stakeholders provided feedback on Luton design envelope and revised design options.

2.8.2. Comments indicate there is little support to introduce more CAS in this area. Both Luton and Stansted suggest the point merge concept is not considered an efficient or viable option for Luton. This feedback has the potential to influence the design.

2.8.3. Stakeholders agree with the proposed design envelope and design options or are neutral in their option, other than Stansted who disagree with the design options.

Figure 7 Luton: stakeholder feedback on proposed design envelope & design options

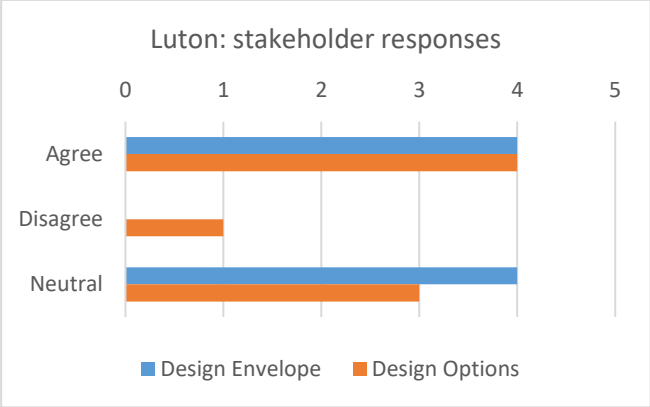

Table 7 Feedback on Luton

Stakeholder	Feedback	Impact / NERL Response
London City	LCY traffic needs to be accommodated. Hybrid systemisation should accommodate and optimise both systemised and non-systemised routings.	No impact on design. As the airport designs progress, NERL will be keen to explore how flexible the airspace design can be to maximise the hybrid systemisation approach.
Luton	Concerns on viability of point merge, given the airspace required combined with fuel inefficiency.	May impact on design. The point merge concept has been retained at this stage but your feedback will be considered as the design options are further developed.
MoD	Support excluding any additional CAS from the design envelope.	No impact on design.
Ryanair	Agree with approach. Point merge works well in Dublin.	No impact on design.
Stansted	Disagree with design options; specifically, a point merge may create limitations for both EGSS & EGGW and does not appear to align with DP8 or DP10.	May impact on design. The point merge concept has been retained at this stage but your feedback will be considered as the design options are further developed.
Wizzair	Would like more detail on the environmental benefit of NAVPI change proposed	No impact on design. This is part of a separate ACP which is currently in development. Please see the CAA portal page for ACP-2021-061 for further details.

2.9. Manston

2.9.1. None of the stakeholders chose to respond about the design envelope / design options for Manston. Therefore, there is no summary chart or feedback table provided for them.

2.10. RAF Northolt

2.10.1. 6 stakeholders provided feedback on RAF Northolt design envelope and revised design options.

2.10.2. Stakeholders either agree with the proposed design envelope and design options or are neutral.

2.10.3. RAF Northolt and the MoD both request that a design is developed for an independent hold for RAF Northolt in order to assist with the decision for independent / shared holds.

2.10.4. No stakeholders disagree with the proposals for RAF Northolt at this stage.

2.10.5. No changes are proposed to the design envelope or design options at this stage.

Figure 8 RAF Northolt: stakeholder feedback on proposed design envelope & design options

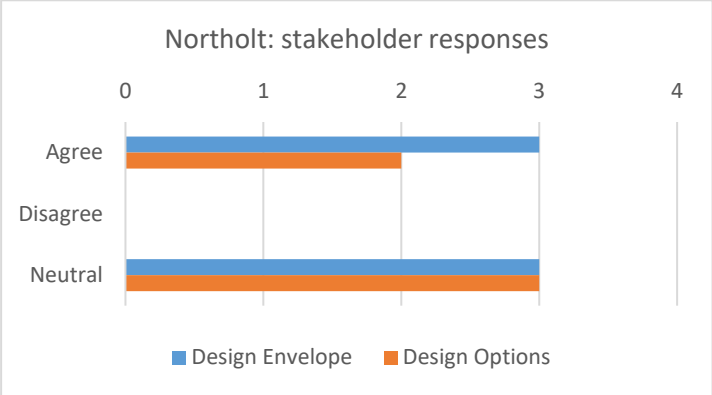

Table 8 Feedback on Northolt

Stakeholder	Feedback	Impact / NERL Response
Delta Airlines	Heathrow traffic should be prioritized to benefit the entire LTMA. Sharing holds may provide a disbenefit for Heathrow.	No impact to design. NERL are seeking to apply our design principles across the entire LTMA and all sponsor airports. Design options are currently considering both shared and independent holds.
Gatwick Airport	Same as EGLL. Heathrow design envelope explains refinement fully, including interface with proposed network structures. The assessment for 4 holds is not fully justified.	No impact on design. The design was progressed from Stage 2, and the rationale for 4 holds is provided within Stage 2 documents.
Heathrow	Insufficient information at this early stage to determine impact on Heathrow	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs
MoD	Northolt need to understand possible options for independent holds vs interdependent holds. This early design does not provide sufficient detail for this.	No impact on design. NERL will continue to work closely with MoD (RAF Northolt) to provide sufficient detail on potential independent hold.
RAF Northolt	RAF Northolt requests design options for an independent RAF Northolt hold.	No impact on design. Design options are currently considering both shared and independent holds. NERL will continue to work closely with MoD (RAF Northolt) to provide sufficient detail on potential independent hold.
Southend	Support proposal – impacts to Southend should be minimised	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs

2.11. Southampton

2.11.1. 6 stakeholders provided feedback on Southampton design envelope and revised design options.

2.11.2. The proposed CAS revisions within the network design may impact some stakeholders, and there is insufficient detail at this stage for an informed assessment of impacts. However, 4 stakeholders agree with the revised design envelopes and design options and 1 is neutral.

2.11.3. BGA are unclear on the CAS requirements so disagree with both aspects of the proposal at this stage.

2.11.4. No changes are proposed to the design envelope or design options at this stage.

Figure 9 Southampton: stakeholder feedback on proposed design envelope & design options

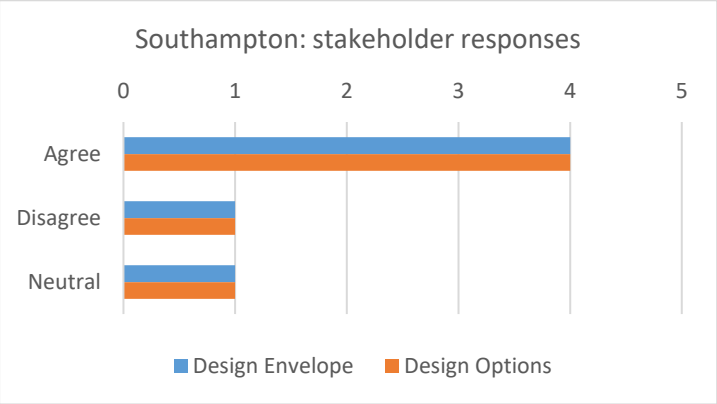

Table 9 Feedback on Southampton

Stakeholder	Feedback	Impact / NERL Response
Bournemouth	BOH require engagement with SOU to ensure a cohesive plan moving forward.	No impact on design. NERL would support and encourage collaborative design between the Solent airports.
BGA	Disagree - need more information on controlled airspace requirements.	No impact on design. CAS requirements will be clarified as the designs progress
Gatwick	Same approach as EGLL - a fair assessment.	No impact on design.
Jersey ATC	No impact to Jersey at this stage.	No impact to design.
Loganair	Controlled airspace at EGHI should be amended so that aircraft from the north can remain in CAS without manoeuvres such as the "Winchester Loop"	NERL will continue to develop the network design above 7,000ft in line with DP5.
MoD	Likely that additional CAS will impact MoD operations. This can be quantified once further detail is available.	No impact on design - NERL will continue to work closely with the MoD to determine operational airspace requirements in line with DP5 & DP7.

2.12. Southend

2.12.1. 3 stakeholders provided feedback on Southend design envelope and revised design options.

2.12.2. Southend support the options of either do nothing, or collaborate with Biggin Hill/ London City in the design of suitable structures for all.

2.12.3. BGA are unclear on the CAS requirements so disagree with both aspects of the proposal at this stage.

2.12.4. No changes are proposed to the design envelope or design options at this stage.

Figure 10 Southend: stakeholder feedback on proposed design envelope & design options

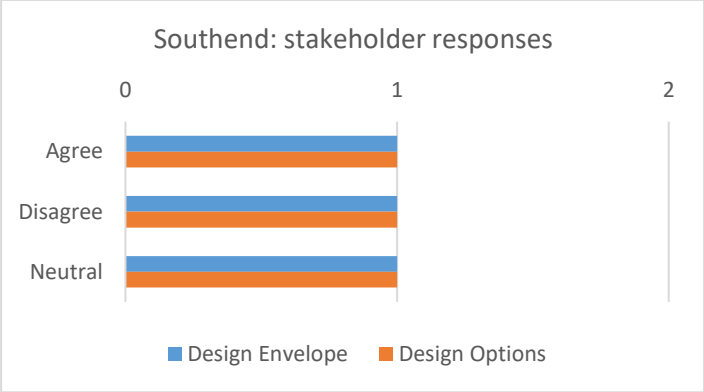

Table 10 Feedback on Southend

Stakeholder	Feedback	Impact / NERL Response
BGA	Disagree - need more information on controlled airspace requirements.	No impact on design. CAS requirements will be clarified as the designs progress
London City	LCY traffic needs to be accommodated. Hybrid systemisation should accommodate and optimise both systemised and non-systemised routings.	No impact on design. As the airport designs progress, NERL will be keen to explore how flexible the airspace design can be to maximise the hybrid systemisation approach.
Southend	Agree with proposal to do nothing or collaborate with EGKB/EGLC to design suitable structures. Southend priority is network connectivity for departures so need any arrival structure to support this. A structure may impact CAS requirements.	No impact on design. NERL recognise the aspirations of Southend. NERL will continue to work closely with interdependent ACPs as they develop their designs

2.13. Stansted

2.13.1. 7 stakeholders provided feedback on Stansted design envelope and revised design options.

2.13.2. 5 stakeholders agree with the revised design envelopes and design options and 2 are neutral.

2.13.3. No changes are proposed to the design envelope or design options at this stage.

Figure 11 Stansted: stakeholder feedback on proposed design envelope & design options

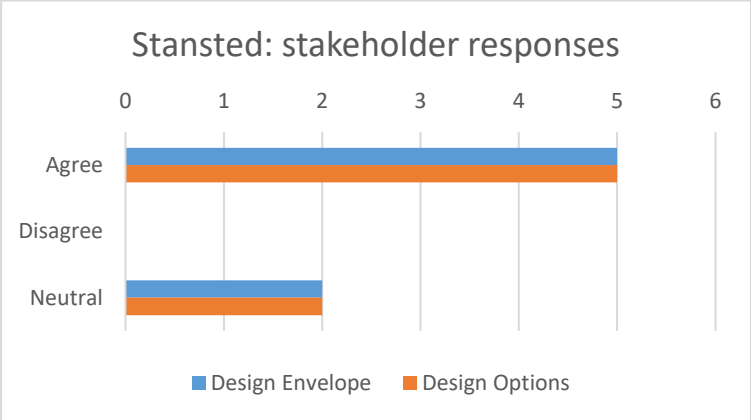

Table 11 Feedback on Stansted

Stakeholder	Feedback	Impact / NERL Response
Delta Airlines	Connectivity with neighbouring airspace should be considered to maximise CO_2 benefit, due to close proximity to TMA border	No impact on design. NERL are seeking to apply our design principles across the entire LTMA and all sponsor airports.
London City	LCY traffic needs to be accommodated. Hybrid systemisation should accommodate and optimise both systemised and non-systemised routings.	No impact on design. As the airport designs progress, NERL will be keen to explore how flexible the airspace design can be to maximise the hybrid systemisation approach.
Luton Airport	Stansted and Luton envelopes overlap. Do not support any increased dependency between the 2 arrival flows (having been made independent by AD6).	No impact on design. There is no intention within the design to create an interdependency between EGSS and EGGW. Where design envelopes overlap this will be deconflicted as designs progress.
Ryanair	Support proposal – Insufficient information at this early stage to assess potential benefits.	No impact on design. As the designs progress, further detail will be provided on option impacts.
Southend	Support proposal – impacts to Southend should be minimised	No impact on design - NERL will continue to work closely with interdependent ACPs as they develop their designs
Stansted	Support proposal – agree with discontinuation of point merge. Offer collaborative working with NERL to develop their options progressed from Stage 2.	No impact on design. NERL will continue to work closely with interdependent ACPs as they develop their designs.

2.14. Project Wide Feedback

2.14.1. One stakeholder provided feedback which is holistic to the LTMA project, rather than any specific part of the design and is outside any of the previous tables.

Table 12 Project Wide Feedback

Stakeholder	Feedback	Impact / NERL Response
BALPA	Propose a review of current FUA, specifically the inclusion of MTA and DA to provide flexible airspace access.	NERL will continue to work closely with the MoD to determine operational airspace requirements.
BALPA	Separating network design from airports limits the possibility of design options such as trombone and point merge; affecting the potential benefits of the project.	No impact on design. This relates to the masterplan and NERL recommend BALPA raise these concerns with ACOG.

2.15. Feedback which has the potential to impact the design.

2.15.1. All feedback is extremely valuable and will be considered by NERL as the design develops.

2.15.2. Four elements of feedback have been identified as having the potential to influence the development of the proposed design and will be progressed as part of Stage 3.

Theme	Feedback Summary:	Stakeholder(s)	NERL Response / Rationale:
Military airspace	Comments indicate stakeholders support transparent review of the military airspace requirements against civil airspace requirements	British Airways, Gatwick, Heathrow, MoD, BALPA	NERL will continue to work closely with the MoD to determine operational airspace requirements. Potentially, this may revise design constraints
	TRA003 will always be booked if the MTA is active; therefore, traffic cannot be routed under the East Anglia MTA	MoD	Design constraints will be revised to reflect TRA003 usage
FIR entry points	ORTAC should be considered as an ENTRY point to UK FIR, to facilitate additional routings around the Portsmouth Danger Area.	BALPA	NERL will explore the feasibility of this proposal as the design progresses.
Luton Point Merge	Concerns about the feasibility and suitability of a point merge for Luton	Luton Airport, Stansted Airport	The point merge concept has been retained at this stage but this feedback will be considered as the design options are further developed.

3. Conclusion

3.1.1. The modernisation of the LTMA is a complex and extensive project. The development of effective design options for the network which align with the design principles of this change, the Airspace Modernisation Strategy, and the business aspirations of 12 independent FASI airports requires a staged and informed approach.

3.1.2. At this early point within Stage 3 of CAP1616 process, we have undertaken a significant engagement exercise, invited all our stakeholders and targeted our key stakeholders.

3.1.3. We have provided extensive engagement material, briefing our stakeholders on our design process. We have presented the initial building blocks of the Stage 3 design options – the network constraints and elements - and presented these in geographical quadrants so stakeholders can best understand and assess any impacts.

3.1.4. We have refined the airport design envelopes and design options from our Stage 2 submission and requested feedback to ensure compatibility with the aspirations of our stakeholders.

3.1.5. Our airport stakeholders have shown they are keen to understand how they will connect with our new network. At this early stage, we don't have detailed designs, however this engagement is crucial as we develop from a high number of design option concepts to more refined design options.

3.1.6. Stakeholders are also keen to ensure that NERL works with the MoD to review military operational airspace requirements. This work is ongoing as we seek to provide an efficient and safe network.

3.1.7. The proposed revisions to controlled airspace could impact several stakeholders. NERL will continue to work with our stakeholders as the designs evolve to understand these impacts and produce optimal solutions.

3.1.8. Overall, stakeholders are supportive of the proposed design elements for the network and the refinements for the airports at this early stage. We have received a wealth of useful feedback from our stakeholders, and as we continue to develop our network design and our airport arrival structure options, the feedback provided within this round of engagement will inform and shape our design process.

3.1.9. NERL would like to thank all our stakeholders who have participated within this engagement exercise.

4. Appendix 1: Methodology

4.1. Stakeholder mapping

4.1.1. Stakeholders were mapped into High Interest/High Impact; High Interest/Low Impact; Low Interest/High Impact and Low Interest/Low Impact. We invited all stakeholders but targeted this engagement to those considered High Interest / High Impact, to help reduce engagement fatigue across all stakeholders at this conceptual stage. A full list of stakeholders and their mapping is in Appendix 2.

4.2. Engagement Materials

4.2.1. We presented an animated PowerPoint presentation to stakeholders. This included:

- Introduction (assumptions, methodology, review of Design Principles)
- Network Stage 2 recap
- Detail of the current network design, presented as four geographical network quadrants (including detail on fixed constraints and proposed design elements)
- Airport arrival structure Stage 2 recap
- Detail of the refinement of design envelopes and arrival structures for each FASI airport, including the impact of the proposed network design on each airport
- Overall summary of the network design and airport design envelopes

4.3. Engagement Sessions

4.3.1. We ran 12 engagement sessions between the 17th and 30th October 2023.

4.3.2. Eleven were targeted to specific audiences (airline, airport, GA, MoD), with one open session for a wide range of stakeholders with mixed interests.

4.3.3. All sessions presented the full network design. Relevant airports were selected based on the session's target audience.

4.3.4. A narrated, animated recording of the full presentation was hosted on a video site.

4.3.5. All stakeholders received the video link recording and an online feedback form. A copy of the presentation and the questionnaire is included in Annex 1 Engagement Evidence (Ref 2). The questionnaire included compulsory multiple choice (quantitative) questions for each section as well as free text boxes for comments.

4.3.6. Three stakeholders requested a PDF version of the presentation. As PDF formatting loses PowerPoint animation, this format was considered less optimal and only provided on request.

4.3.7. The presentation video and feedback form was sent to all stakeholders by 7th November with a 4 week feedback window to 3rd December 2023.

4.3.8. A reminder email was sent to all stakeholders who had not yet responded on 20th and on 27th November. An additional email was sent to targeted stakeholders on 4th December to try and increase the response rate.

4.3.9. On request and for targeted stakeholders, this period was extended to 17th December 2023. A request was made on 18th December to extend the deadline to 21st December, this was granted but not advertised to the wider stakeholders list. The MS Form was formally closed on the 22nd December.

4.4. Summary of Responses

4.4.1. 26 responses were received, from 24 organisations. This represents 15% of the 164 organisations listed in Appendix 2 : Stakeholder List and Mapping.

4.4.2. Of those who responded, 18 (or 69%) had attended a Teams briefing.

4.4.3. 19 High Interest / High Impact stakeholders responded by the extended deadline; this is 76% of our targeted stakeholders.

4.4.4. High Interest / High Impact stakeholders accounted for 73% of the total responses.

4.4.5. All responses were via Microsoft Forms.

4.5. Categorisation of Responses

4.5.1. Network questions were compulsory, with a section for each network quadrant. Respondents could indicate the extent of their support (agree/neutral/disagree/NA) for each aspect of the design and provide qualitative feedback in a free text box.

4.5.2. Airport questions were optional, which is reflected in the responses.

4.5.3. Responses have been themed and categorised based on if it has the potential to impact the design; a rationale is provided either way.

4.5.4. Responses which have the potential to impact the design will be considered within later Stage 3 work. Responses which do not impact the design, are still considered valid and useful.

5. Appendix 2 : Stakeholder List and Mapping

5.1. Stakeholder Mapping

Table 13 High Interest / High Impact Stakeholders

Top 10 Airlines			
Air France	British Airways (including BA City Flyer and Euroflyer)	easyJet	FlyBe
Jet2	KLM	Ryanair	TUI
Virign Atlantic	WizzAir		
FASI LTMA Airports			
Biggin Hill	Bournemouth	Farnborough	Gatwick
Heathrow	London City	Luton	Manston
Northolt	Southampton	Southend	Stansted
Ministry of Defence (MoD)			
DATAM	London Mil	NATS Military Interface	

Table 14 High Interest / Low Impact

NATMAC			
Airlines UK	Airport Operators Association (AOA)	Airfield Operators Group (AOG)	Aircraft Owner and Pilot Association (AOPA)
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	Aviation Environment Federation (AEF)	British Airways	BAE Systems
British Airline Pilots Association (BALPA)	British Balloon and Airship Club (BBAC)	British Business and General Aviation Association (BBGA)	British Gliding Association (BGA)
British Helicopter Association (BHA)	British Microlight Aircraft Association (BMAA)	BPA (British Sky Diving)	Drone Major
General Aviation Alliance (GAA)	Guild of Air Traffic Control Officers (GATCO)	Honourable Company of Air Pilots (HCAP)	Helicopter Club of Great Britain (HCGB)
Heavy Airlines	Isle of Man CAA	Light Aircraft Association (LAA)	Low Fares Airlines
PPL/IR (Europe)			
Regulatory			
ACOG			

Table 15 Low Interest / High Impact Stakeholders

ANSPs			
LVNL	MUAC	IAA[1]	Belgocontrol
DSNA (including Paris, Brest and Reims)	Port of Jersey		
Other ANSP			
EUROCONTROL			

Table 16 Low Interest / Low Impact Stakeholders

Other Airlines			
Aer Lingus	Aero Italia	Air Albania[2]	Air China
Air Canada	Air Serbia	Air Transat	American Airlines
ASC Cargo	Aurigny Air Services	Austrian Airlines	Azerbaijan Airlines
Blue Islands	Cargo Lux	Cathay Pacific	China Eastern
Cityjet	Delta Airlines	DHL	Eastern Airways
Edelweiss	El Al	Emerald Airlines	Emirates
Enter Air	Etihad	Eurowings	Eva Air
FedEx	Finnair	Fly Dubai	Gama Aviation
Gulf Air	Hainan Airlines	Iberia	Iceland Air
Ita Airways	Japan Airlines[3]	Jazeera Airways	Jet Blue
Korean Air	Loganair	Lot	Lufthansa
Luxaviation	Malaysia Airlines	Middle East Airlines	Neos
Net Jets	Norse	Norwegian Air	Novair
Play	Qantas	Qatar Airways (including Amiri Flight)	Royal Brunei Airline
SAS	Saudia	Singapore Air	Swiss
Tag Aviation	TAP Air Portugal	Thomson	Titan Airways
Transavia	Turkish Airlines	United Airlines	UPS Europe
Uzbekistan Airways	Vueling	West Atlantic	West Jet
Manufacturers and Coding Houses			
Airbus	Boeing	General Electric	Honeywell
Jeppesen	LH Systems	NavBlue	Sabre
Rockwell Collins	Thales		
Other Airport			
Birmingham	Blackpool	Bristol	Cardiff
East Midlands	Exeter	Leeds Bradford	Liverpool

[1] Our contact details were no longer correct, therefore unable to contact stakeholder.
[2] Our contact details were no longer correct, therefore unable to contact stakeholder.
[3] Our contact details were no longer correct, therefore unable to contact stakeholder.

Manchester			
Regulator			
Department for Transport (DfT)	International Air Transport Association (IATA)		
Other			
Airlines for America	Airlines International Representation in Europe (AIRE)	AOC Heathrow	BAR UK
British Hang Gliding and Paragliding Association (BHPA)	Bristow Helicopters	Ineos	Jet Concierge
Light Airlines	NATS (including Swanwick and Prestwick)	NTASA	UK Air Tranker

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