

Airspace Change Organising Group

ScTMA Cluster Coordinated Consultations Framework

PART 1: INTRODUCTION

Background

1. The Government's Airspace Modernisation Strategy (AMS) aims to upgrade the UK's airspace, requiring several major airports to redesign their airspace below 7,000ft to utilise the capabilities of modern aircraft and navigational technologies. NATS, the UK's licensed en route air navigation service provider, is also tasked with modernising airspace above 7,000ft.
2. The Airspace Change Organising Group (ACOG) was established by the Department for Transport (DfT) and the Civil Aviation Authority (CAA) in 2019 to coordinate the upgrades through an Airspace Change Masterplan (the Masterplan). The Masterplan outlines a coordinated implementation plan for the strategically important airspace changes needed to meet the goals of airspace modernisation on both national and regional levels.
3. Iteration 3 of the Masterplan is organised into four regional clusters. This consultation framework document focuses on the upgrades required in the Scottish cluster, to modernise a busy region of airspace in southern Scotland known as the Scottish Terminal Control Area (ScTMA). The ScTMA supports over 200,000 flights per year, around 8% of UK traffic uses this airspace.

Masterplan Iteration 3 (ScTMA)

4. The ScTMA cluster airspace is designed to serve Edinburgh and Glasgow airports, along with several smaller airports across the region. The Masterplan Iteration 3 for the ScTMA provides an overview of the airspace structure and route network envisioned by the three ScTMA Airspace Change Proposals (ACPs) sponsored by Edinburgh Airport, Glasgow Airport and NATS.
5. The Masterplan also explains how the ScTMA sponsors have identified interdependencies between the ACPs, including the potential design conflicts and possible solutions and the size and nature of any proposed trade-offs (where compromises must be made and improvements are delivered in one area at the expense of improvements elsewhere). The Masterplan is a high-level document. It does not provide information about changes to specific routes or airspace boundaries. Detailed route and airspace design options and their potential impacts on stakeholders are covered in individual ACP consultations.

Consultation Stage (CAP1616 Stage 3)

6. The ScTMA ACP sponsors have now reached the third stage of the airspace change process (CAP1616), which is the consultation stage. This crucial stage requires ACP sponsors to gather and consider stakeholder feedback on their proposals. Although the ACPs are separately sponsored, Edinburgh, Glasgow and NATS are coordinating their consultations to provide a consistent view of both the system-wide and individual sponsor impacts of the changes. The ACP sponsors have created a collective identity for the ScTMA airspace changes, titled Scottish Airspace Modernisation, with a unique logo and colour palette.

Rationale for Coordinated Consultations

7. Interdependencies between ACPs arise when multiple changes are proposed in the same airspace and timeframes, necessitating careful integration to ensure a safe and efficient overall system. Stakeholders that may be affected by interdependent ACPs should be consulted about the various impacts and options, especially where there is the potential for multiple overlapping change proposals to alter the distribution of aircraft noise below 7,000ft. in the same areas.
8. The coordinated consultations will allow stakeholders to provide feedback and influence the proposed designs. ACP sponsors will detail their preferred options (if applicable), outline any design conflicts, present the cumulative impacts below 7,000ft and the collective impacts across the cluster as a whole in a common annex, and explain any proposed trade-offs. Full Options Appraisals with rigorous evidence for the proposed designs will also be presented as part of the consultations.

Coordination and Analysis

9. The ScTMA ACP sponsors have completed their Full Options Appraisals and provided data to ACOG for the Cumulative Analysis Framework (CAF) review. The ACOG CAF review for the ScTMA cluster ACPs indicates limited interdependencies between the proposed designs and **no cumulative impacts effecting the distribution of aircraft noise below 7000ft.** In other words, depending on where they are located, communities may either be affected by the proposed changes below 7,000ft in the Edinburgh ACP, or proposed changes below 7,000ft in the Glasgow ACP. Therefore, there are no areas in the ScTMA region where communities may be simultaneously affected by both the Edinburgh and Glasgow ACPs from an aircraft noise perspective. All interactions between the Edinburgh and Glasgow route design options occur above 7,000ft, where, in line with the Government's Air Navigation Guidance, the main environmental objective is the reduction of aircraft CO₂ emissions, and the minimising of noise is no longer the priority.¹
10. Consequently, Edinburgh and Glasgow airports, along with NATS, have developed a proportionate approach to coordinating the ScTMA ACP consultations that is underpinned by a common set of principles, which were publicly engaged on in Q1-2024 as part of ACOG's ScTMA Public Engagement Exercise and can be viewed [here](#).
11. The Masterplan Iteration 3 includes a summary of the high-level consultation plans and set out how stakeholders can stay informed about the detailed timelines and to respond by visiting the Scottish Airspace Modernisation website that links to the three individual sponsor consultations. With the individual ACP consultation strategies and associated materials now finalised, this document expands on the plans set out in the Masterplan, providing more information about the audiences, approach, materials, and length of the coordinated consultations.

Consultation Execution

12. Given the lack of cumulative impacts below 7,000ft, Edinburgh Airport, Glasgow Airport and NATS will conduct a coordinated consultation exercise, presenting their interconnected ACPs as part of an overall system wide change titled Scottish Airspace Modernisation. The consultations will be mainly delivered online via the CAA's airspace change portal on the Citizen Space platform, supported by a range of online and offline (in-person) activities. Stakeholders will access the website (www.scottishairspacemodernisation.co.uk) with links to each consultation and the supporting materials.

¹ Air Navigation Guidance, Department for Transport, 2017.

PART 2: OVERVIEW OF THE COORDINATED CONSULTATION PLANS

13. This section expands on the high-level consultation plans for the cluster outlined in Iteration 3 of the Masterplan for Scotland. It includes details from the ACP sponsors' consultation strategies and materials, categorised under audience, approach, material, and length, in line with the CAP 1616 process.

Audience

14. Stakeholders and impacted audiences have been identified and analysed based on the ScTMA ACP sponsors' Full Options Appraisals. These stakeholders, who should be informed about the consultations and may wish to provide feedback, have been grouped into the following three broad categories.

1. *Aviation Stakeholders (included but not limited to):*

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

2. *Non-Aviation Industry Stakeholders:*

- Political
- Environmental Interest Groups
- Businesses

3. *General Public:*

- A broad, inclusive group of individuals within a given community or demographic area who are not specifically part of any specialised or interest group related to airspace change, including seldom heard groups. Ultimately, anyone is welcome to respond to the consultations.

15. A joint stakeholder mapping exercise has been carried out by the ScTMA ACP sponsors, identifying their unique and shared stakeholders and groups. This ensures that shared stakeholder groups, such as airports, airlines, military, and political representatives, are engaged in a coordinated manner avoiding gaps or duplications. The mapping will guide engagement channels and frequencies, ensuring stakeholders are contacted appropriately. The mapping will be reviewed regularly to reflect the current state. Intermediary organisations will help reach seldom-heard groups and those less likely to engage online. Groups such as Disability Equality Scotland and Age UK are listed within the sponsors' ACP consultation strategies and will provide insights on effective consultation methods.
16. Feedback from interested parties in the renewables sector, collected through ACOG's Public Engagement Exercise, indicated their desire to be actively included in the coordinated consultation engagements. This sector has been added to the stakeholder database and mapping exercise.

Approach

17. The coordinated consultations will predominantly take place online by signposting respondents to the CAA's Citizen Space engagement platform, with all relevant information available there. The ScTMA ACP sponsors will apply tags to relevant cluster-wide feedback in Citizen Space, creating a common coding directory to streamline response analysis post consultation. Provision for offline responses will be made by all three sponsors.
18. Joint stakeholder groups will be notified via email when the consultation opens, with links to the Scottish Airspace Modernisation website, which will contain further information and links to individual Citizen Space sites. Reminders will be sent at the midpoint of the consultation and a final reminder before the closing date. Each sponsor is responsible for leading the engagement with different stakeholder groups.
19. Other activities include joint direct engagement and coordinated media and social media activity. A joint website (www.scottishairspacemodernisation.co.uk) will support the consultations, featuring explainer videos, background information, and guidance for stakeholders.
20. Due to there being no cumulative impacts or design conflicts below 7,000ft from the Edinburgh Airport and Glasgow Airport proposals, there will be no coordinated in-person consultation events targeting local communities between these sponsors. However, NATS will support airport in-person events as appropriate.
21. Joint press releases will inform relevant media, providing a summary of the proposals and directing readers to the Scottish Airspace Modernisation website.
22. Regular meetings will ensure the performance of joint consultation elements and address any challenges.
23. Engagement opportunities for the co-ordinated stakeholders include 14 online webinars/briefings, with additional sessions if needed. Details on the audience and approximate timings are outlined in Table 1, final schedules will be published in sponsors individual consultation strategies and materials.

Table 1: Details of webinar/briefing schedule²

#	Audience	Date (TBC at this stage)
1-7	Airlines (targeted)	Consultation start-period
8	Airlines (open to all)	Consultation start-period
9	General Aviation (specific)	Consultation start-period
10	Airports/ANSPs	Consultation start-period
11	Aviation stakeholders (open to all)	Consultation start-period
12	Military	Consultation start-period
13	Aviation stakeholders (open to all)	Consultation mid-period
14	Airlines (open to all)	Consultation mid-period

² MPs and MSPs will be offered in-person briefings, coordinated by all sponsors.

Materials

24. Scottish Airspace Modernisation is a working name for the coordinated consultations, and it will have a unique logo and colour palette. All joint channels and materials will be branded using the Scottish Airspace Modernisation name.
25. Common ScTMA design information will be coordinated for accuracy and consistency. This information will be presented in an annex to consultation documents, accessible through the Scottish Airspace Modernisation website and individual Citizen Space platforms. Hard copies will be available at Edinburgh and Glasgow airports in-person events and deposit locations.
26. Consistency across relevant sections of documentation will be maintained, including:
 - Context and background information
 - Cumulative impacts, benefits and calculation methods
 - Proposed trade-off decisions
 - Frequently asked questions (FAQs)
 - Cluster-wide assets, such as videos
27. Regular updates to FAQs and supporting materials will be made collaboratively, ensuring accurate information is available.

Length

28. To account for the 2025 Christmas holiday period, the consultation duration will be extended to 14 weeks. The consultations will launch at 00:01hrs on 20 October 2025 and close at 23:59hrs on 25 January 2026.
29. Responses from shared stakeholders will be analysed collaboratively to capture and share feedback appropriately. A common moderation approach will ensure relevance to other sponsors is identified and responses forwarded to them.

PART 3: CONCLUSION & NEXT STEPS

30. Through reviewing the ScTMA Full Options Appraisals and Consultation Strategies, ACOG is assured that the ACP sponsors have gathered the necessary evidence for a robust, coherent and transparent design narrative for the system-wide proposal that demonstrates how the proposed trade-offs have been reached.
31. The proposed trade-offs arising from the ScTMA system-wide proposal have resulted in individual ACP designs being traded-off for a collective benefit, where potential enabled CO₂ and fuel efficiency improvements above 7,000 ft have been ceded to the need to minimise noise impacts and maintain airspace access below 7,000 ft. The ACP sponsors will include the proposed trade-offs as part of their coordinated consultations and clearly highlighted them.
32. The supporting justification provided by the ACP sponsors in selecting design options and proposing trade-offs will also be set out in their respective consultation documents. These justifications must ensure that the proposed trade-offs are made in accordance with the AMS and that the outcomes deliver in line with government policy.
33. The detailed coordinated consultation strategies, developed collaboratively by Edinburgh, Glasgow, and NATS, have been submitted at the CAP 1616 Stage 3 Gateway as part of the individual ACP submissions. The coordinated consultations are planned to launch in October 2025 and run for 14 weeks through to January 2026. The evidence justifying how ScTMA ACP sponsors have proposed trade-offs taking stakeholders views into account will be laid out in the Consultation Response Documents published during Stage 4 of the CAP1616 process in 2026.