



# Airspace Classification Review

**AMEND**

**MANCHESTER LOW LEVEL ROUTE**

*ENGAGEMENT STRATEGY – CAP 3027B*

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# Introduction

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In July 2023 the UK Civil Aviation Authority (CAA) published its findings following its review of the Manchester Low Level Route (MLLR).

In this review our analysis identified a number of areas and options available to improve both the safety and efficiency of the MLLR and we are now taking these options through to the Amend stage. This will involve further scrutiny of the airspace and the options before developing a proposed amendment.

This document sets out the strategic direction for the CAA stakeholder engagement and communications on our proposed amendment to the MLLR.

# Objectives

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This section documents the high-level objectives that underpin the development of this engagement strategy. The aim is to ensure that the strategy meets the requirements of the CAP 1991 process and the requirements of our stakeholders.

The objectives of this engagement strategy are:

- To ensure all stakeholder engagement is proportionate through the consideration of the scale and complexity of the amendment, as well as the impact of the proposed amendment on stakeholders.
- To clearly identify what materials and supporting analysis is needed for the success of our engagement.
- To determine which stakeholders should be engaged with and the best means of engaging with these stakeholders throughout the consultation process, allowing them to provide relevant and timely feedback.
- To ensure the Airspace Classification team is able to use the feedback received to shape the amendment proposal to be submitted to the CAA for approval.

# Our audience

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We have undertaken a thorough stakeholder mapping exercise to structure our audiences for this engagement process. However, to maximise the efficiency and efficacy of our engagement, we have implemented a tiered approach to enable us to prioritise dialogue with those most affected by the MLLR amendments, ensuring our engagement remains proportionate to the level of impact.

This strategy not only makes our efforts more streamlined but also enhances the relevance and value of the feedback we garner at any one point.

Ultimately, whilst our goal is to collect a wide array of perspectives, our phased engagement plan ensures that every voice is heard at the correct stage of the Amend process.

## Tier 1

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Our first-tier stakeholders are the major airports responsible for the controlled airspace in this area. Manchester and Liverpool Airports, along with their Air Navigation Service Providers (ANSPs), are integral to the progression of MLLR amendment process and as such we have looked to work with them from the outset of this project.

## Tier 2

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Our second layer of stakeholders is built around stakeholders that are either regular users of the MLLR and surrounding airspace or are highly informed on how it is used. Tier 2 stakeholders include:

- Smaller local aerodromes such as Manchester Barton Airport
- Commercial airlines and other relevant entities using Manchester and Liverpool's controlled airspace.

## Tier 3

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Our third layer is the broadest group and encompasses the remaining stakeholders that would have an interest in any amendment to the MLLR. This includes:

- Individual members of the GA community
- Members of the communities under and adjacent to the MLLR
- Elected representatives
- and any other interested parties.

# How we will engage

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Our stakeholder engagement strategy for the amendment of the Manchester Low Level Route (MLLR) is tiered to ensure a nuanced and effective dialogue with all our stakeholders, respecting their varying levels of impact and interest.

A key cornerstone of our strategy is proportionality. This will help us ensure that the depth and breadth of our engagement corresponds to the degree of impact from our proposed amendments.

## Tier 1

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Manchester and Liverpool Airports, along with their Air Navigation Service Providers (ANSPs), are integral to the progression of MLLR amendment process. We have looked to work with them from the outset and form our first layer of engagement.

Our engagement with this group in this strategy will be through:

- One-to-one meetings: We will schedule regular, detailed discussions to gather input and jointly explore the amendment's potential.
- Tailored workshops: These sessions will bring together all Tier 1 stakeholders to collaborate on shaping feasible solutions.
- Direct correspondence: We will maintain ongoing communication through emails and dedicated phone lines to address immediate concerns and updates.

## Tier 2

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Our second layer of stakeholders is built around stakeholders that are either regular users of the MLLR and surrounding airspace or are highly informed on how it is used. This will include smaller local aerodromes like Barton Airport, commercial airlines using Manchester and Liverpool airspace, general aviation representatives, and environmental groups focused on noise and emissions.

Engagement will be structured as follows:

- Early Access to Proposals: We will share advance information on the options being considered for the MLLR amendment with the opportunity to provide their views on the proposals at this earlier stage.
- Briefing Sessions: We will also offer briefing sessions that will provide a more comprehensive insight into the proposals and allow us to gather feedback directly.
- Feedback Mechanisms: Dedicated contacts will also be available for stakeholders to share their thoughts before wider consultation begins.

## Tier 3

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Our third layer is the broadest group and encompasses stakeholders such individual GA pilots, members of the communities under flight paths, elected representatives, and other interested parties.

Engagement will be proportional to the proposed amendment but may include:

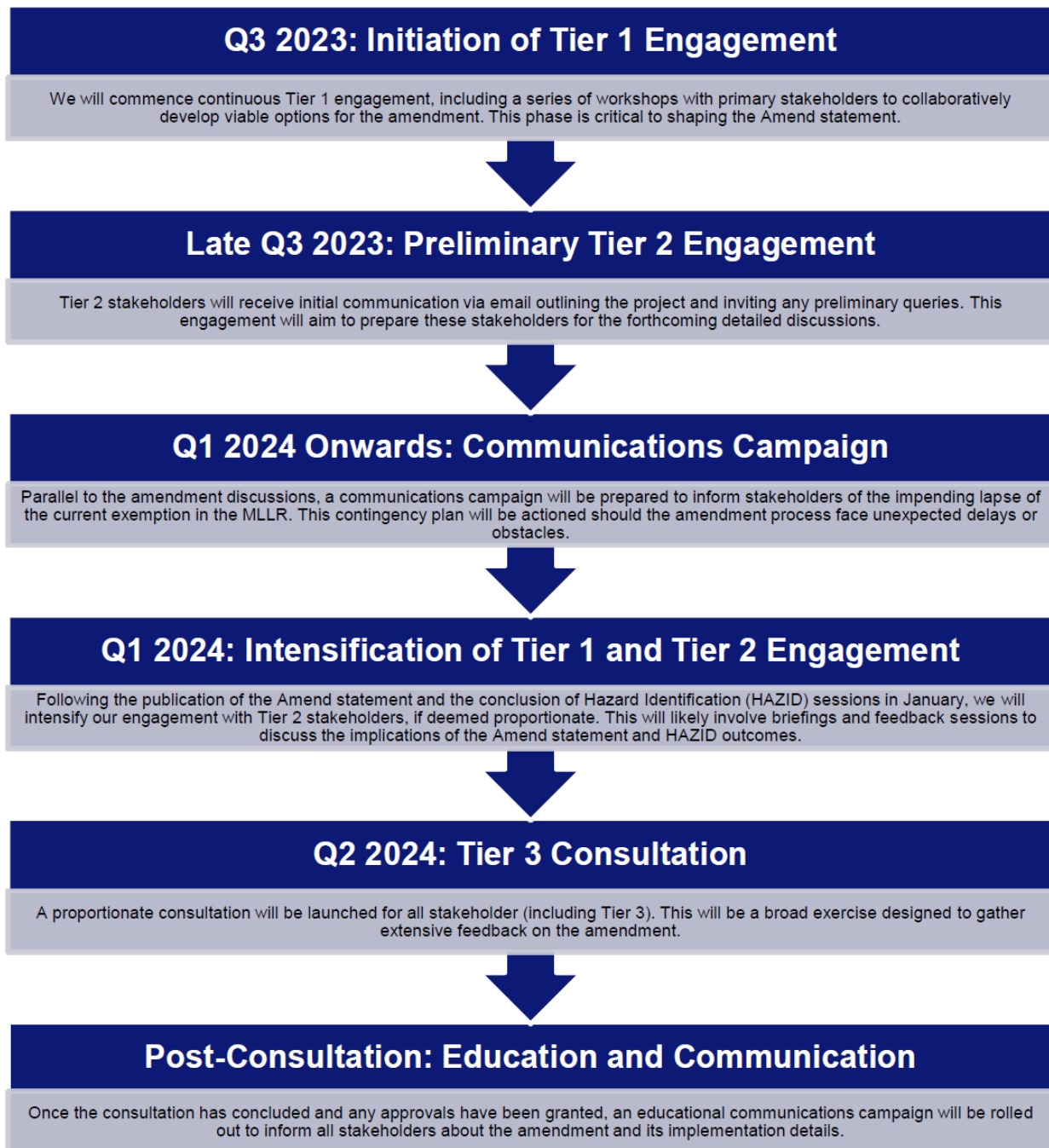
- **Public Consultation:** We will invite this group to participate in our consultation process, ensuring their voices are heard.
- **Online Platforms:** Information and updates will be regularly posted on our website and social media channels.
- **Public Meetings:** Where appropriate, we will host public meetings to discuss the MLLR amendments directly with the Tier 3 stakeholders.
- **Representation Encouragement:** We will encourage elected representatives to gather and represent the views of their constituents in the process.

For all levels, we will ensure that our engagement is transparent, accessible, and responsive to the needs and insights of our stakeholders. This tiered approach allows us to address the specific concerns and ideas of each group effectively, fostering a collaborative environment for the successful amendment of the MLLR.



## Indicative timeline

Our engagement timeline has been planned to allow a comprehensive and iterative engagement process with stakeholders at each of our three tiers. Below is an indicative timeline, which, is adaptable based on the evolution of the project and the scale of the proposed changes.



This timeline is designed to be flexible and will be adjusted as required to align with the project's progression and stakeholder feedback. Our commitment to a proportionate and responsive engagement strategy underpins this entire process, ensuring that our approach remains both pragmatic and adaptive to the needs of the airspace modernisation initiative.