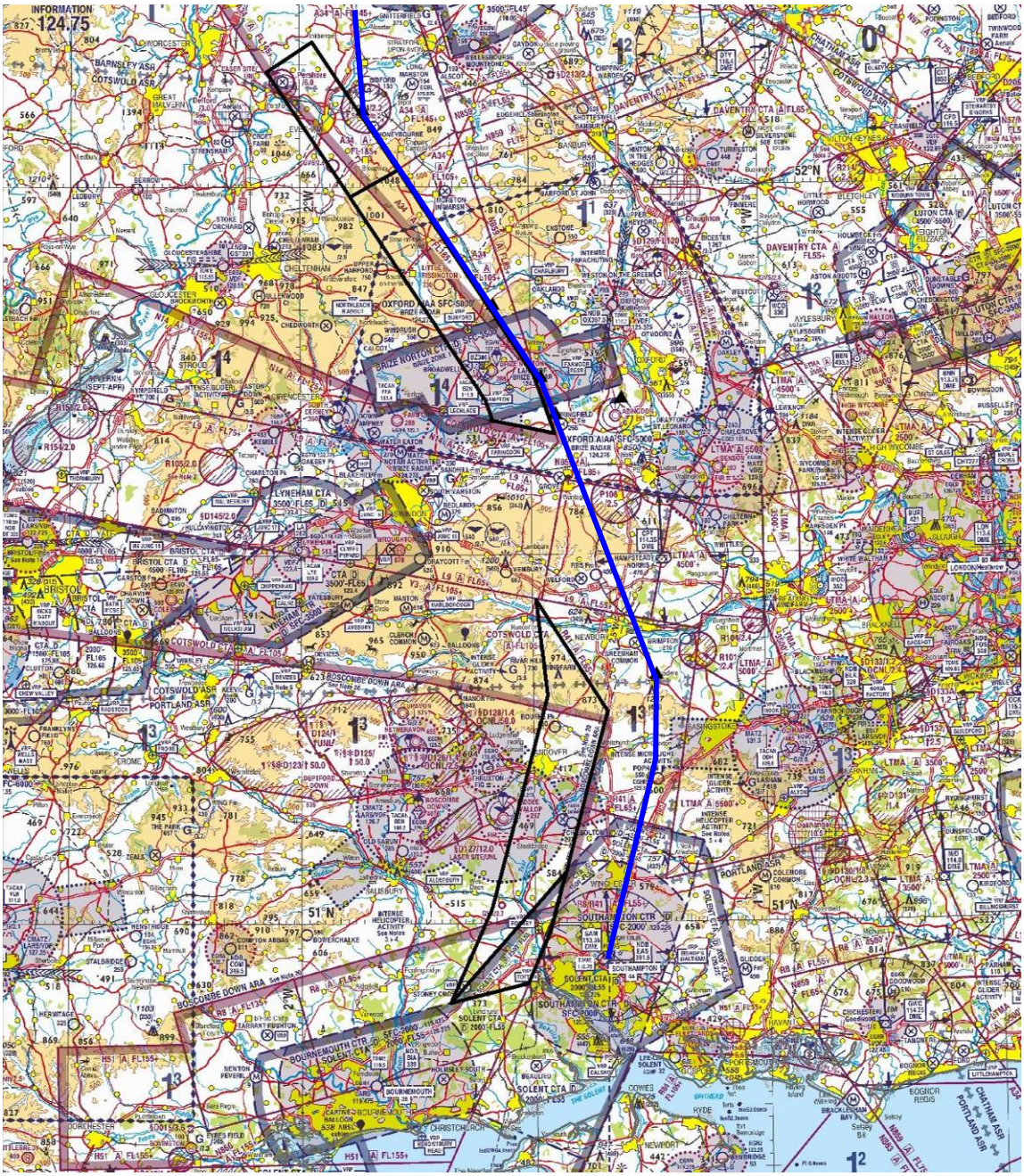

TERMINAL CONTROL SOUTH WEST AIRSPACE DEVELOPMENT

STAKEHOLDER CONSULTATION FEEDBACK
Issue 1

Executive Summary

This document provides feedback to all stakeholders who participated in the consultation exercise undertaken by NATS for the Terminal Control South West (TCSW) airspace change proposal.

The TCSW stakeholder consultation was of 14 weeks' duration commencing on 5 May 2007 and closing on 10 August 2007. The stakeholder consultation document was distributed to a total of 149 stakeholder organisations. These are listed on pages 46-47 of the TCSW consultation document. These primary stakeholders were requested to cascade the information to other groups as they deemed appropriate[1].

Wide coverage of the proposed changes on Radio, TV and newspapers, along with dissemination of the consultation material by Councils and MPs within the process outlined above, generated a good response from the wider stakeholder community. Due to the number of replies received close to the end of the period it was agreed with the Civil Aviation Authority (CAA), Directorate of Airspace Policy that replies would continue to be accepted after the originally published closing date (10 August 2007). The statistics in this report are compiled as of 19 September 2007. The number of responses to the consultation had reduced to fewer than five per week at this time.

Various modifications to the design were considered as a result of the consultation feedback; these are detailed in the main body of this report. The final design submitted in the ACP has not changed, however, from that presented in the stakeholder consultation document.

Figure 1 below shows the proportions of responses from all those involved in the consultation.

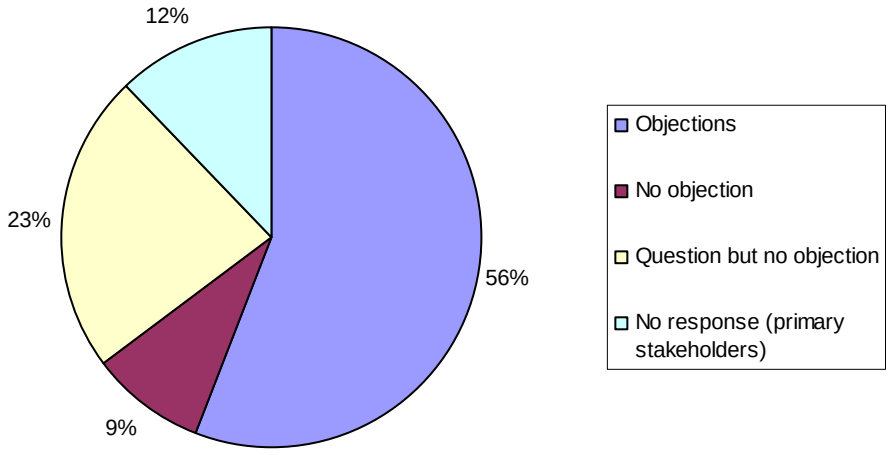

Figure 1. All stakeholders' responses pie chart

In the event that a representative organisation wishes to present **new** evidence or data to the Director of Airspace Policy, for consideration prior to making his regulatory decision regarding this proposal, the representative organisation must submit, in writing, the information to the following address:

The Director (TCSW ACP)
Directorate of Airspace Policy
CAA House
45-59 Kingsway
London
WC2B 6TE

[1] The requirement for stakeholders to pass the information on to other organisations was clearly stated in the covering letter sent with the document. This method of distribution was endorsed by the CAA.

Table of contents

1. Introduction

During May – August 2007 NATS conducted a consultation process soliciting feedback on proposals to extend a portion of airspace as part of the Terminal Control South West airspace development. This document provides feedback to stakeholder organisations who participated in this consultation exercise. This document will be sent to all stakeholder organisations which participated in the consultation, and will be posted on the www.nats.co.uk website.

This document should be read in conjunction with the stakeholder consultation document. All acronyms and technical terms are explained in full in the stakeholder consultation document.

For reference the stakeholder consultation document is available from:

http://www.nats.co.uk/text/134/terminal_control_south_west_2.html

2. Suggestions for design modifications

The following suggestions were made by consultees during the consultation process. These were formally considered and the responses detailed below.

Q1. Can the base of the R41 extension in the northern part be raised to a level higher than FL65 to give a 'step down'?

- The airspace has been designed to give continuity of base levels with the existing adjoining airspace.
- If the base of the northern portion of the R41 extension were raised the options available to air traffic controllers for resolving conflicts in the Compton area would be more limited.
- Introducing a step would restrict the controller's ability to manoeuvre aircraft tactically to ensure separations are maintained..
- Aircraft flying a profile which potentially entails a step will create more noise disturbance by levelling off and then descending to level off again.
- Where possible ATC staff will endeavour to position aircraft utilising the whole of the available airspace to ensure a more efficient descent profile. (This will generally result in aircraft being several thousand feet higher than the base of the airspace.)

Q2. Can NATS ensure that arrivals to Southampton runway 02 are not positioned in the new R41 extension?

- The majority of arrivals to runway 02 from the north at present pass on the east side of the airport. Requiring *all* arrivals to cross to the east side however would require that in some cases they would cross the path of departing traffic.
- It is safer to give ATC the option to use the east or west side as at present.
- It could impact safety to exclude all arrivals to 02 from the R41 extension.

Q3. Can NATS use the existing airspace as per current operations and only use the new airspace if needed?

- The northern portion of airspace (referred to as the P86 extension in the consultation document[2]) will be used as a standard arrival route i.e. aircraft will follow the route by default unless directed otherwise by ATC.
- Since the R41 airspace is to be used for radar vectoring only, it will only be used when required, and when available. i.e. aircraft will only go into this area if ATC instruct them to fly there (by being told to fly a certain heading).

Q4. Can NATS restrict the aircraft types operating in this airspace?

- It is a requirement upon NATS to allow access to airspace to all appropriately equipped and licensed aircraft.
- Having said this, the traffic inbound to Southampton airport is restricted in size by virtue of the size and capacity of the runway (largest type able to operate from Southampton is Boeing 757). Bournemouth airport is capable of handling larger aircraft, such as Boeing 747s, however there are no commercially scheduled flights of these types of aircraft (the runway length does not permit them to take off fully laden hence it is not economic to use them). The typical size of aircraft operating from Bournemouth are Boeing 737/ Airbus 320.
- Outside the agreed periods of use for the R41 airspace NATS will not have any control over the airspace (and hence will not position commercial traffic in the airspace).

Q5. Have you investigated other routing options?

- In early design options investigated, a route was proposed from CPT to DOWEE (ACP part G Section 1) which would have necessitated a 10nm wide extension to R41. The option proposed requires only a 5nm extension to the west of R41.
- A proposal was made early in the development to continue SAM1E standard arrival route into the R41 extension. This would have routed all arrivals in the new R41 airspace. In the option proposed the R41 airspace is designated as a radar vectoring area, hence this area

[2] In the final proposal this route is a standard terminal arrival route (STAR) which is named SAM1E.

will not always be used (in quieter periods for instance aircraft inbound to Southampton will be routed in the existing airspace direct to Southampton).

- In the initial design it was proposed that the new airspace would be used for departing traffic. This would have produced a greater level of noise disturbance.
- Early proposals were made to establish a permanent route or a conditional route (available part time) within the R41 portion of airspace, both were rejected. A permanent route would have meant that traffic would always use the airspace unless otherwise directed by ATC.

Q6. What has been agreed on aircraft holding?

- During the design phase various options for holding were discussed.
- These were rejected and hence no new holds are proposed for this development, hence there are no changes to the existing holding arrangements.

As a result of the post consultation review no changes to the design were made. The design submitted to the CAA in the ACP remained unchanged from that presented in the stakeholder consultation document.

3. Key Issues From Objections

Objections were categorised according to the key issues identified in the graph below. One response could include several issues & hence would be counted in each category. Objections can be categorised under three broad headings; general environmental (e.g. noise, emissions, visual intrusion etc.), impact on specific geographic areas; the consultation process itself.

The total number of responses received from environmental stakeholders was 537. On average each objection included 4.8 key issues. The level of responses in each category is shown in Figure 2.

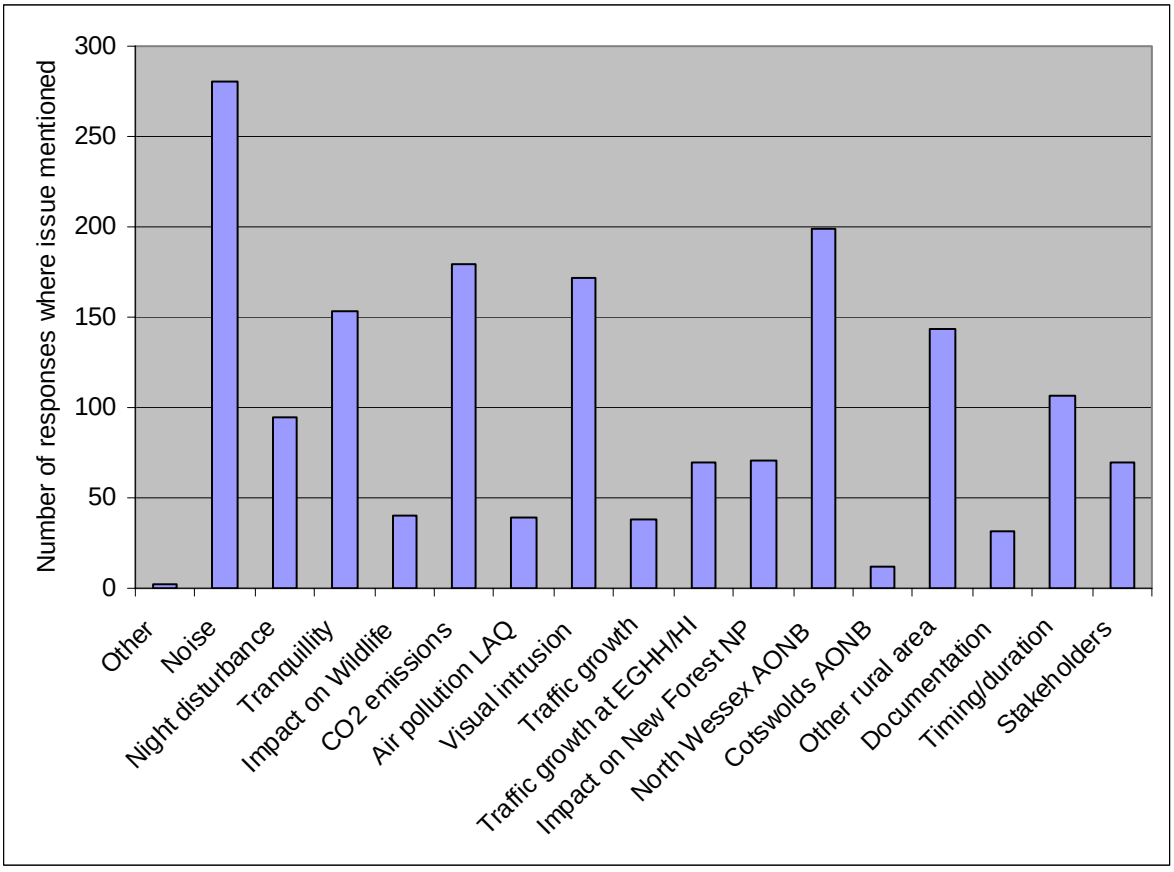

Figure 2. Summary of objections from environmental stakeholders.

The most frequent objections were regarding the expected noise impact of over-flying aircraft. CO_2 emissions and global warming resulting from aircraft, tranquillity and visual intrusion were also the basis of a large proportion of objections.

4. Comments on key themes

Noise

The noise impact assessment performed by the Environmental Research & Consultancy Department (ERCD) of the CAA, presented the worst case possible for each condition as required under the consultation process. In practice, the impact is expected to be considerably less.

	Assumption used (worst case)	Likely typical condition
Aircraft phase of flight	Aircraft in level flight (cruise power setting).	Aircraft descending (reduced power setting).
Aircraft altitude	Aircraft altitude 500ft above the base of airspace.	Aircraft typically several thousand feet higher over the northern portion of the R41 extension.
Aircraft types	B747-200 included as the worst case	B747 flights no longer operate regularly from Bournemouth (or Southampton). It is not anticipated that these will re-commence.
Pressure conditions	Very low pressure conditions were used. (worst case during the previous 3 years)	Under average (standard) barometric pressure conditions aircraft would fly approximately 700ft higher.

Table 1. Worst case assumptions used in noise modelling versus typical conditions

The independent noise analysis conducted by the Environmental Research and Consultancy Department of the CAA (which did take account of terrain elevation[3]) concluded that a Boeing 737 (the typical aircraft type operating from Bournemouth airport) using the airspace above East Woodhay would create a worst-case peak noise level of 61dBA. This is less than a car at 60kmh 7m away (70dBA) or a diesel lorry at 40kmh 7m away (85dBA). Commercial B747 flights are no longer operating regularly from Bournemouth airport and at this time there are no known plans for these to be introduced[4].

An independent noise analysis was commissioned by the New Forest National Park Authority (conducted by Temple Group Ltd)[5]. This study used the INM noise model to predict the likely noise experience below the proposed airspace.

Aircraft Type	Temple's Predicted Noise Levels	NATS' Range of Predicted Noise Levels
	L_{Amax} dB	L_{Amax} dB
Bae 146	58	55 - 57
Embraer 190	59	55 - 57
Boeing 747	64	62 - 69
Boeing 737-300	59	61 - 63

Table 2. Comparison of Temple and ERCD noise modelling results

[3] Because of the large area of the airspace region and the absence of distinct routes the highest and lowest terrain elevation was used – this accounts for the range of values e.g. Expected noise level of B737 over East Woodhay is given as 59-61dBA. Due to the elevation of East Woodhay the higher figure should be used (61dBA).

[4] There is one privately owned B747-SP based at Bournemouth, this typically moves less than once every 2 weeks.

[5] Results from the Temple report are included with permission of the New Forest National Park Authority. The NFNPA does not necessarily support the interpretation presented here.

The Temple report stated:

> "In conclusion, Temple agrees with the noise predictions in the Consultation Document and are able to agree that the LA_{max} for the worse case aircraft is likely to be in the region of 62 - 69 dB, given the levels of uncertainty surrounding the predictions of aircraft noise."

Night Flight Disturbance

The number of flights passing over this region will be relatively few in number (see below). The R41 airspace is only available between 1730-0930. Bournemouth airport operates scheduled services from 0630-0000, Southampton is open from 0630-2300. Hence the predominant use of the R41 airspace will be from 0630-0930 in the morning and 1730-2359 in the evening. Bournemouth airport does have limited scheduled night-time flights (defined as between 2300-0700, restricted by quota). Existing operations are voluntarily restricted to cargo flights, the occasional late returning charter flights and scheduled flight departures between 0600-0700 hrs. The cargo flights which operate during the night between 0000-0600 are currently small turbo-props.

The likely numbers of flights for the normal weekday situation (~80% of the time) when only Bournemouth arrivals will use the R41 airspace are:

0600 – 0930 = 2-3 flights[6]
1730 – 2359 = 5 flights[7]

When Southampton is using Runway 02, (~20% of the time) a proportion of the arrivals may be vectored in the R41 extension airspace. If 50% of the Southampton arrivals are positioned in the R41 airspace the numbers of over-flights would be.

0600 – 0930 = 6 flights
1730 – 2359 = 14 flights

(Note that Southampton traffic (the majority of these flights ~74%) will be small aircraft such as BAe146 and Dash-8). The nature of vectoring results in dispersal of the traffic over the area (every flight does not follow the same path). Hence a resident would not be likely to be over-flown by, or be aware of, all of these flights within the airspace.

Given the relatively low number of flights and the assessed noise levels (even worst case), the night-time disturbance is anticipated to be low.

Visual intrusion

The vast majority of objections on the grounds of visual intrusion addressed the perception that light pollution would be caused by aircraft, and the resultant impact of this on the ability to see the stars. In fact, light pollution which impacts the dark skies is primarily caused by poorly directed street lighting, residential and building lighting[8]. The visual effect of over-flying aircraft on the night sky, and the ability to see stars is minimal.

Tranquillity

Tranquillity is not a well defined/understood concept and since it is acknowledged as highly subjective it is difficult to measure. Much useful work in the measurement of tranquillity has been performed in recent years by the Campaign to Protect Rural England (CPRE) as set out in their tranquillity mapping project. The impact of aircraft over-flights on the tranquillity of an area is

[6] See consultation document Table 1. 10 arrivals of which 26% assumed to be associated with Bournemouth i.e **2-3 flights**
[7] 20 arrivals of which **5 flights** assumed to be associated with Bournemouth
[8] The British Astronomical Association Campaign for Dark Skies describes light pollution as "Skyglow - the orange 'smog' that hangs over cities at night. It is caused by wasted light shining upwards, rather than downwards where we need it."

viewed by the CPRE to be due to a combination of perceived noise intrusion and visual intrusion.

An assessment of the tranquillity of the North Wessex Downs AONB was commissioned by Ashmansworth, East Woodhay, Highclere and Kintbury Parish Councils and the Highclere Society. This assessment was conducted by Land Use Consultants. It is not disputed that the area of the North Wessex Downs beneath the proposed R41 extension is a tranquil area. In their report, Land Use Consultants consistently assert that the altitude of aircraft above ground level flying over the highest terrain could be as low as 4160ft. This is inaccurate and misunderstands the nature of flight levels and how they are used, in fact the minimum height would be 5297ft.

Aircraft are not instructed to fly at the base level of the airspace, a minimum buffer of 500ft is required, hence in layman's terms[9] the lowest level that aircraft would fly over the northern section of the R41 extension is 7000ft above sea level. However as atmospheric pressure varies the flight levels will rise and fall slightly. Generally this variation is small and is barely perceptible to observers on the ground. When the atmospheric pressure is low (between 1013-986mb) the variation would lower the altitude of aircraft flying over this region. At the lowest level of controlled airspace, when the pressure drops to 986mb or below, ATC stop using the lowest flight level. Hence an aircraft flying at 7000ft over the highest point within the proposed R41 extension (Walbury Hill 974ft amsl) would, on *average*, be 6026ft above the ground and at the *minimum* they would be 5297ft above the peak of the hill before ATC would stop using the lowest flight level. The proposed handover level between Terminal Control and Southampton Approach is 8000ft above sea level, or above. Hence the usual situation will be that aircraft will pass over this area at higher levels between 7000 and 11000ft above sea level (~6000-10000ft above ground level).
NATS does not agree with the altitude of the over-flights calculated by Land Use Consultants (e.g. Walbury Hill 4086ft above ground level). The altitudes stated in the Land Use Consultants' report were in excess of 1200ft lower than would occur in worst case, (nearly 2000ft lower than the average) and hence overstated the impact on tranquillity of the change. Additionally B747 aircraft are no longer operating commercial flights from Bournemouth, hence the maximum noise predicted for the North Wessex Downs AONB will be in the region of 61dBA. This is less than the noise of a car at 60kmh 7m away (70dBA).

Impact on Wildlife

There is no research or scientific evidence to indicate that civil air traffic at the altitudes under consideration in this proposal (above 5,500 feet) have any impact on the breeding habits of mammals or birds, or the migration patterns of birds.

Local air quality / pollution

It is generally accepted that due to atmospheric mixing, aircraft emissions at altitudes above 3000 ft above ground level do not have any impact on the air quality at ground level. The airspace change will result in a reduction in emissions per flight for aircraft transiting the TCSW region.

CO_2 emissions / carbon footprint / global warming

NATS is required to be capable of meeting on a continuous basis any reasonable level of overall demand. NATS is also charged under its licence to permit access to airspace on the part of all users. Wherever possible however NATS always seeks to make changes such that the environmental impact of aviation is mitigated. Hence where NATS requests a change to the airspace we always seek to implement designs which are of the least environmental impact and if possible reduce the CO_2 emissions per flight.

Thus though NATS does not have the power to restrict the number of flights, we seek to permit flights to fly in the most efficient manner possible in line with the over-riding safety considerations. This change will reduce the per-flight emissions of aircraft transiting the region, by reducing track mileage and enabling improved climb and descent profiles of aircraft.

[9] In this description, for simplicity flight levels have been translated into feet. For a full explanation of the difference between flight levels and altitudes please refer to the consultation document (Pg 58).

Traffic growth

NATS' licence to operate ATC services is issued by the CAA on behalf of the Secretary of State of the UK government. A key requirement of this licence is to 'be capable of meeting on a continuing basis any reasonable level of overall demand for such services'. This development supports forecast growth of regional air traffic based on a consistent and feasible set of assumptions which take account of government policy as outlined in the 2003 Future of Air Transport White Paper. This proposed airspace development is aimed at reducing complexity within the TCSW region; it is not associated with, nor will it directly enable, expansion of services at any of the region's airports.

Impact on the New Forest National Park

The proposed R41 extension airspace will not be used by NATS between 0930-1730 daily, during which time aircraft will route as they do today. Hence between these times there will be no impact on the National Park due to this airspace change.

The New Forest National Park is positioned approximately four miles (along the extended runway centreline) from the end of Bournemouth Airport runway 26. The National Park lies in a swathe that is oriented such that any aircraft landing on runway 26 or taking off from runway 08 have no choice but to pass over the National Park. Aircraft such as these, close to the airport at low altitude (below 2000ft) will not be affected by this change. Figure 3 shows the extent of existing airspace over the New Forest, and the proposed airspace.

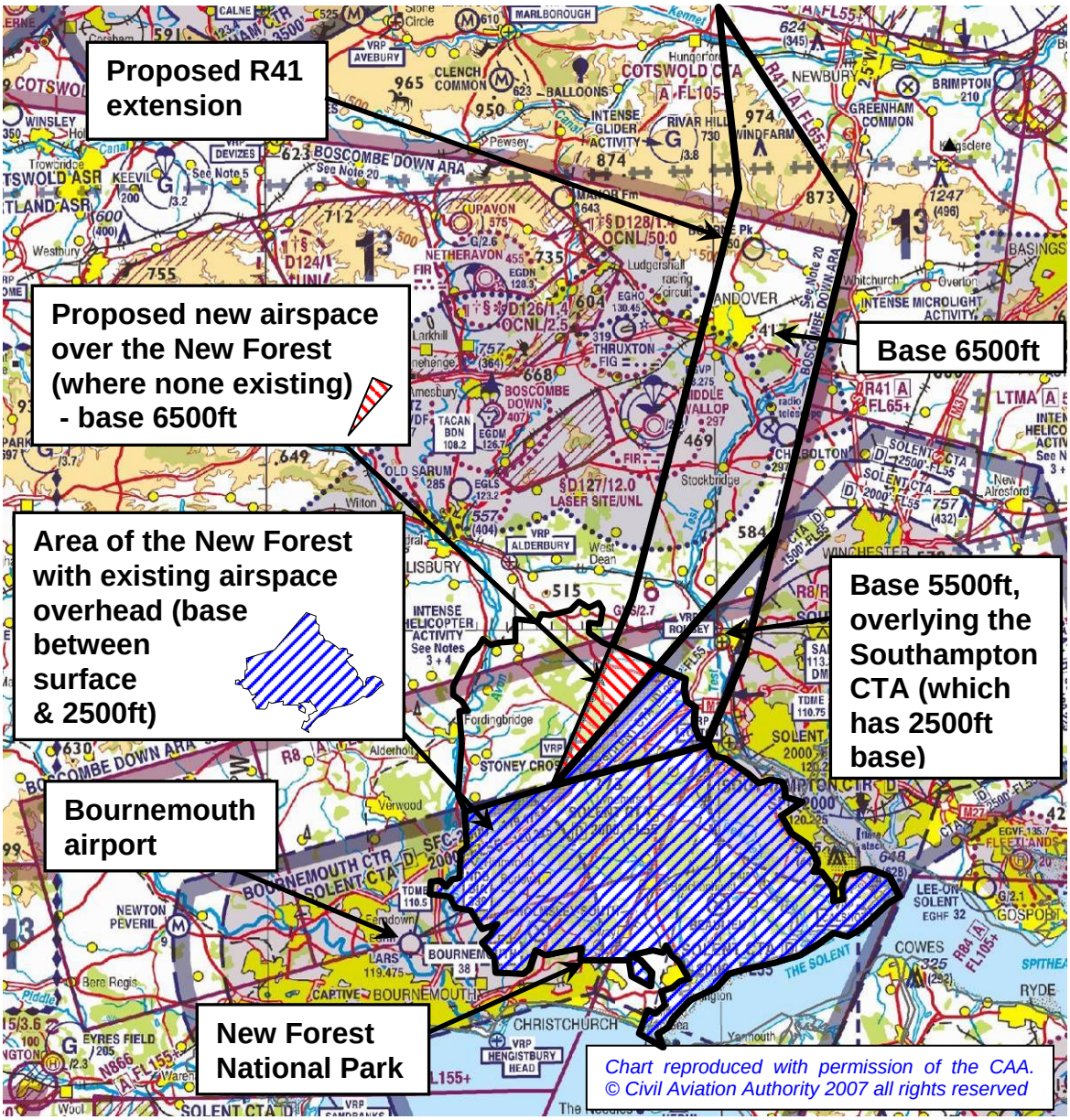

Figure 3: New Forest NP and proposed new controlled airspace, R41 extension

Figure 3 shows that approximately 70% of the area of the New Forest National Park has existing airspace above it, with a base varying between 2500ft and ground level. The proposed new airspace has a lowest base of 5500ft – more than two times higher than the base of this existing airspace. For example over Minstead the base of the **existing** airspace is 2500ft with a ceiling of 5500ft. The proposed new airspace will over-lie this from 5500ft upwards. Aircraft operating in the new airspace will be higher and thus quieter than flights which use (and will continue to use) the existing airspace at present.

The small triangle ( ) in the vicinity of Bramshaw/Canada/East Wellow is the only area where new airspace over the New Forest is being proposed where none existed previously. This airspace will have a base of 6500ft which means aircraft flying at 7000ft and above.

Because of the position of the New Forest with respect to Bournemouth airport, almost all aircraft landing on runway 26 or taking off on runway 08, from/to destinations to the North, must over-fly the New Forest National Park (whether the proposed airspace is introduced or not). The distribution of flights over the National Park is likely to change *slightly* as a result of the introduction of the proposed airspace. This may result in some dispersal of the traffic pattern that exists today. Some areas of the National Park will benefit (experiencing fewer over-flights), while a small area which is

not over-flown at present will experience some traffic. However the aircraft which have the most impact on the New Forest i.e. those at low level (below 2000ft on final approach to Bournemouth), will not be affected.

Impact on the North Wessex AONB

The North Wessex Downs AONB is positioned below a very busy region of existing controlled airspace.

As can be seen from Figure 4 (which shows the trajectories of flights for one day), almost all of the AONB is over-flown at present.

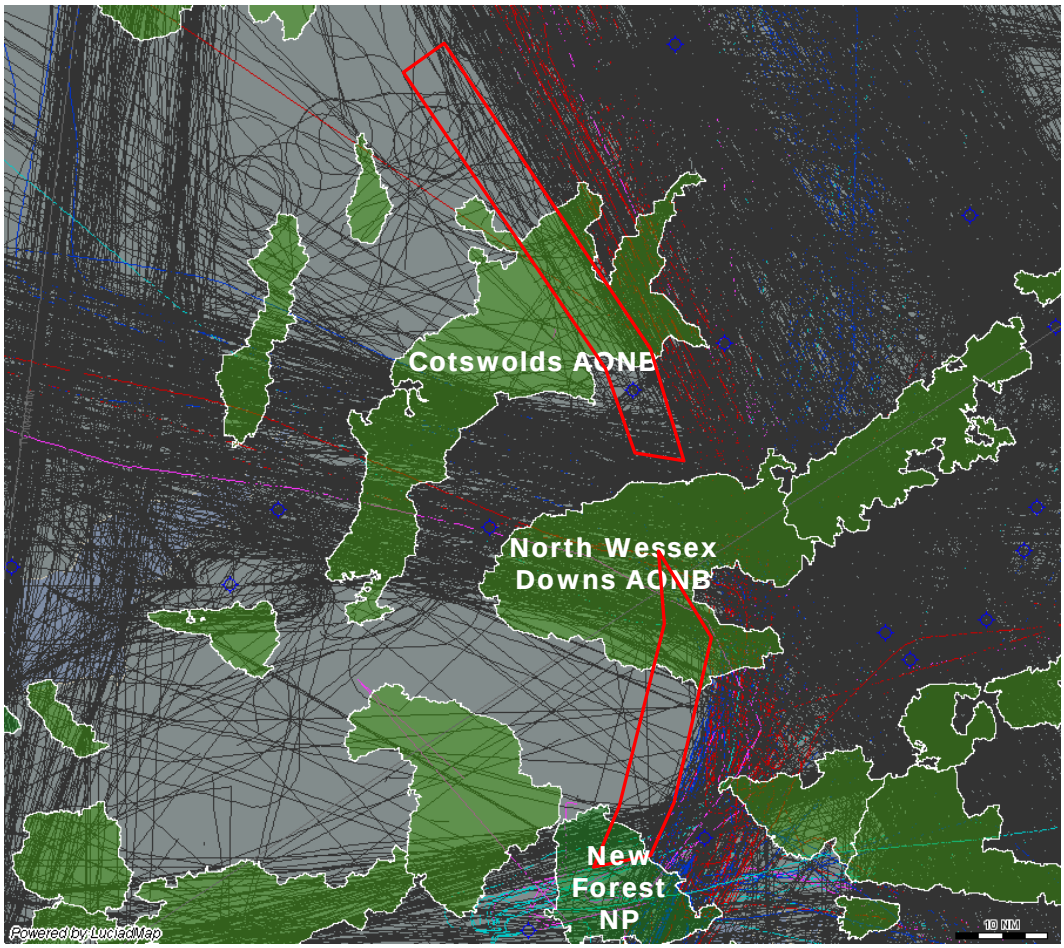

Figure 4: Radar trajectories of one day of flights - all levels (12 July 2006)

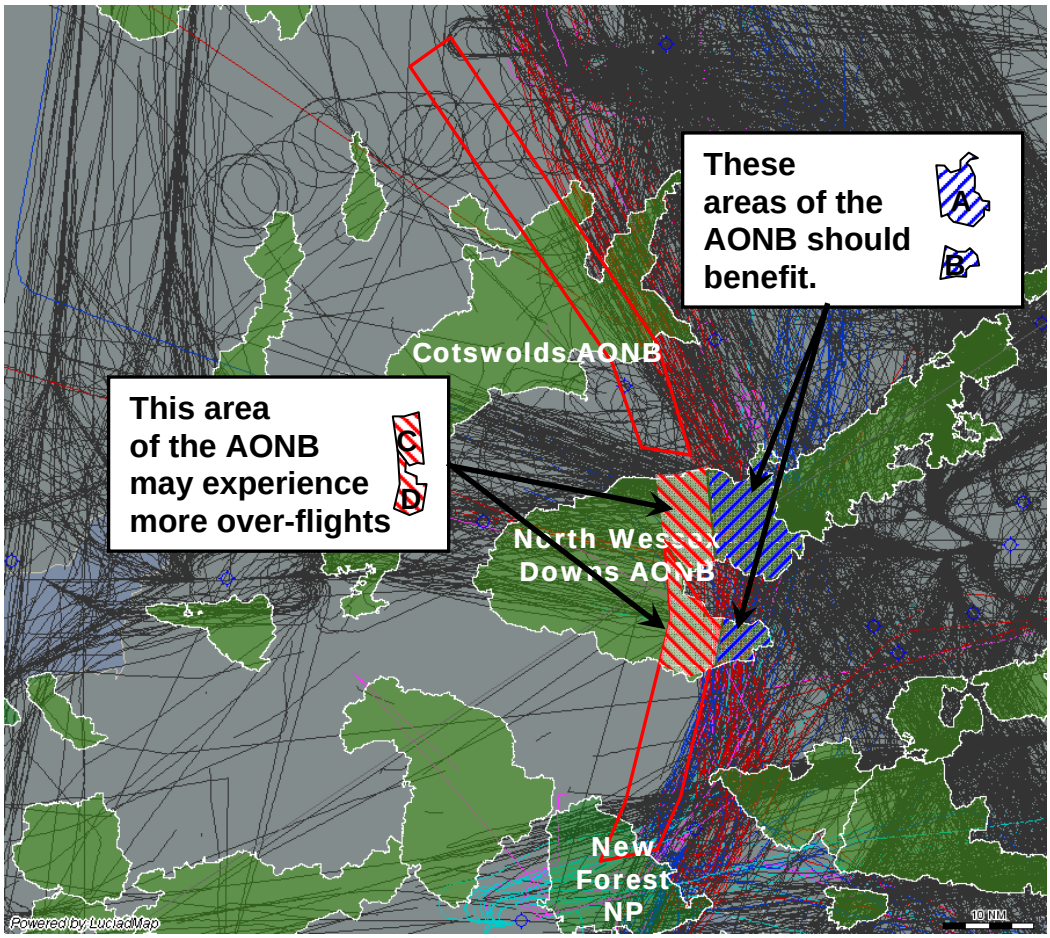

Figure 5: Radar trajectories of one day of flights below FL195 (12 July 2006)

Figure 5 shows the areas of the AONB which will be affected by this change. The two areas on the eastern side of the AONB (A & B) should experience a reduction in over-flights by the north/south traffic flow, since the south-bound traffic destined for Southampton & Bournemouth will be positioned 5nm to the west. This should also result in the northbound traffic flow over-flying these areas at higher altitude. The areas labelled (C & D) may experience a small increase in over-flights due to the southbound traffic destined for Southampton & Bournemouth being positioned in this area.

The proposed R41 extension airspace will not be used between 0930-1730 daily, between which times aircraft will route as today. Hence between these times there will be no impact on area D.

In summary, some areas of the AONB will benefit while other areas will experience more flights. On balance the impact on the AONB as a whole will be neutral.

Impact on the Cotswolds AONB

The lowest proposed base of the new airspace over the Cotswolds AONB is FL105. As such aircraft will fly over this area at above FL110 (~10000ft above ground level). The predicted maximum noise level of all aircraft modelled except the Boeing 747[10] is below 55dBA and was so low that it was not able to be modelled with accuracy. Given the altitude of the flights passing over the Cotswolds AONB, it is not anticipated that the impact on the area will be significant.

[10] The B747-200 was predicted to generate 55-60dBA L_{max}, however this aircraft type is no longer anticipated to operate on this route

Impact on the Test Valley (non-designated rural area)

Between 0930-1730 daily there will be no impact on the Test Valley, all flights will be routed as today. Flights will be positioned over this area between 0600-0930 and 1730-0000 as described in the "Night Flight Disturbance" section above. Since there are no routes designated in the R41 extension area, the flights in the area will be dispersed.

Documentation (too complex / too long)

It is difficult to strike a reasonable balance between presenting enough information to inform interested parties, while not overloading the consultation document with information (often of a highly technical nature). Responses have been very polarised; some suggesting that there was insufficient detail in the consultation material, others that there was too much information of a technical nature, making it difficult to understand.

Learning from this experience, NATS' intention is to revise the presentation of future consultation materials to give a high level overview of the proposed change to enable everyone to understand the principles of the proposal, with detailed supporting information, so that those wishing to study the technical details will be able to do so.

Timing / duration of consultation

The CAA requirement for the duration of the consultation was 12 weeks (CAP725). The TCSW consultation commenced on the on 5th May 2007 and closed on the 10th August 2007 (14 weeks). Due to the high level of responses received towards the end of the 14 week period it was further agreed that responses received after 10 August would also be accepted and included for consideration. Responses continued to be accepted up until 19 September. NATS has now submitted all consultation responses to the CAA.

Stakeholders included in consultation

The list of stakeholders included as primary recipients of the consultation material was agreed in accordance with CAA guidance. Principal environmental stakeholders as agreed with the CAA were identified as county councils and unitary authorities, district and borough councils, members of parliament and the offices for the AONBs and National Parks, plus the known interest groups as listed in Appendix A of the consultation document (Pages 46-47). As part of the consultation process it was expected that the identified consultees would cascade the information to additional groups as they deem appropriate (given local knowledge). The requirement for stakeholders to pass the information on to other organisations was clearly stated in the covering letter sent with the document.

Many primary stakeholders were proactive in forwarding the information to other groups early in the consultation period (during May 2007).

As a result of this cascade of information, responses were received from most of the Parish Councils beneath the proposed R41 extension. However, it has become apparent that the expected cascade of consultation information failed in some areas, and hence in future consultations of this type NATS is likely to involve parish councils directly. This will also place less of a workload burden on primary stakeholders.

5. Media notification

Press releases were sent to the following 36 media organisations at the commencement of the consultation period.

Andover Advertiser
BBC Hereford and Worcester
BBC Radio Gloucester
BBC Radio Oxford
BBC Radio Solent
BBC TV Midlands
BBC TV South
Birmingham Mail
Birmingham Post Central News
Classic Gold Swindon
Courier Series (Abingdon)
Evesham Journal
Evesham Observer
Faringdon Folly
Fox FM
Gloucester Citizen
Gloucestershire Echo
Hampshire Chronicle
Hants and Wilts Guardian
Heart FM
Meridian TV (South)
Ocean FM
Original 106FM
Oxford Mail
Romsey Advertiser
Salisbury Journal/Avon Advertiser
Southern Daily Echo
Spire FM
Sunshine Radio
Swindon Advertiser
Touch 102 FM (Stratford)
Wave 105
Wilts and Gloucs Standard
Win FM
Worcester Evening News
Wyvern FM Worcester

There was extensive media coverage throughout the consultation period. The log below itemizes examples of the coverage specific to the TCSW proposal, of which NATS was aware.

Date (2007)	Type	Media
11 May	Local Newspaper	Romsey Advertiser
15 June	Local Newspaper	Basingstoke Gazette
21 June	Local Radio	2 Ten Radio
13 July	Local Newspaper	Romsey Advertiser
13 July	Regional TV	BBC1 South
13 July	Local Newspaper	Southern Daily Echo
14 July	Local Newspaper	Southern Daily Echo
16 July	Local Newspaper	Southampton Echo
17 July	Local Newspaper	Southampton Echo
19 July	Local Newspaper	Andover Advertiser
20 July	Local Newspaper	Southern Daily Echo
23 July	Local Newspaper	Southern Daily Echo
9 August	Local Newspaper	Newbury News
10 August	Local Newspaper	Basingstoke Gazette
10 August	National Newspaper	Daily Telegraph
12 August	Local Newspaper	Dorset Echo
13 August	Local Newspaper	Southampton Echo
13 August	Local Radio	BBC Radio Solent
13 August	Local Radio	Ocean FM
16 August	Local Newspaper	Wiltshire Gazette
16 August	National Magazine	Country Life
20 August	Local Newspaper	Southern Daily Echo
31 August	National Newspaper	The Times
6 September	Local Newspaper	Newbury News
24 September	Local Newspaper	Basingstoke Gazette

Table 3. Log of media coverage

6. Summary of Responses[11]

Aviation Stakeholders

The initial mail distribution of the stakeholder consultation document to **aviation** stakeholders occurred on the 4th May 2007, to 76 organisations.

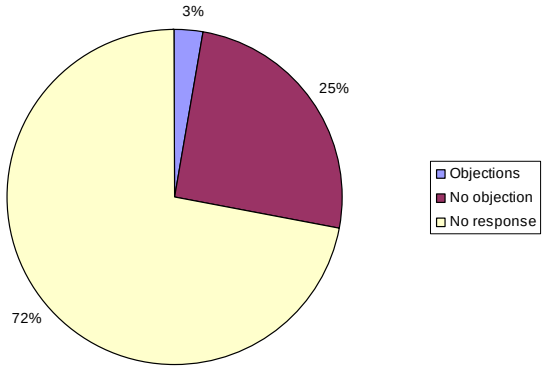

Figure 6. Aviation stakeholders' responses pie chart

Aviation stakeholders' responses	count	%
Receipt confirmed (either recorded delivery record, signed return slip, email confirmation or acknowledgement)	**75**	100%
Responses with objections	**2**	2.7%
Response in favour/no comment	**19**	25.3%
No response	**54**	72.0%

Table 4 Summary of numbers of responses from aviation stakeholders

Environmental Stakeholders

The initial mail distribution of the stakeholder consultation document to **environmental** stakeholders occurred on the 4th May 2007, to 73 organisations/representatives.

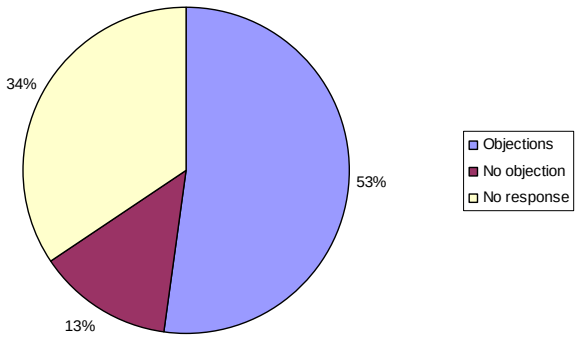

Figure 7. Primary environmental stakeholders' response pie chart

[11] The statistics presented here are for all consultation correspondence received by NATS up to the 19th September 2007. Five further responses have been received since this date. Any further responses received by NATS will be forwarded to the CAA in monthly batches.

Primary environmental stakeholders' responses	count	%
Receipt confirmed (either recorded delivery record, signed return slip, email confirmation or acknowledgement)	67	100%
Responses with objections:	35	52.2%
Response in favour/no comments received:	9	13.4%
No response	23	34.3%

Table 5 Summary of responses from primary environmental stakeholders

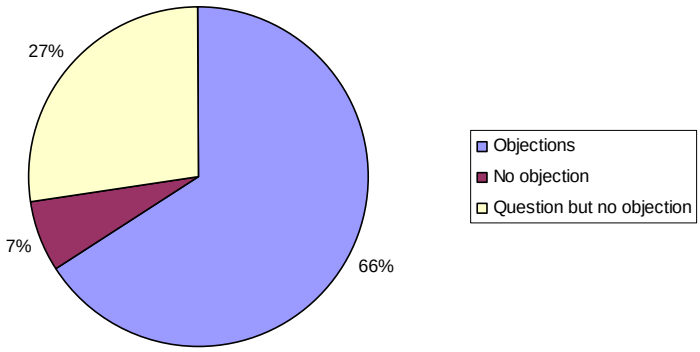

Figure 8. All environmental stakeholders' responses pie chart

As an integral part of the consultation process the consultation material was disseminated to other stakeholders such as parish councils and members of the public. These are termed secondary stakeholders.

Figure 8 shows the numbers of responses from all the environmental stakeholders (primary and secondary).

All environmental stakeholders' responses	Count	%
Total number of responses from environmental stakeholders	537	100%
Responses with objections	353	65.7%
Response in favour/no comment	37	6.9%
Questions with no subsequent objection	147	27.4%

Table 6 Summary of responses from environmental stakeholders

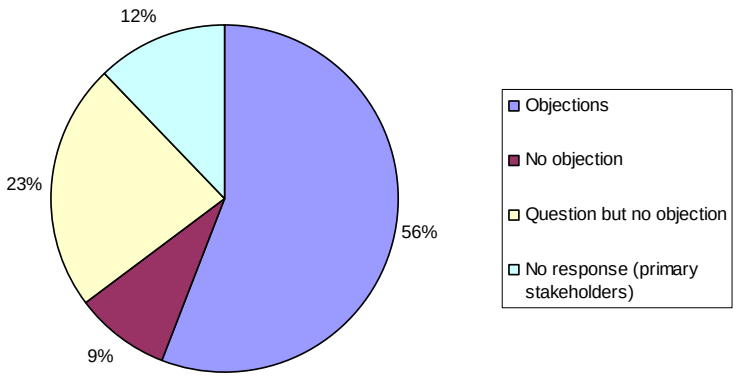

Figure 9. All stakeholders' responses pie chart