Modernising Midlands Airspace

Annex A: Engagement Evidence

Gateway Documentation:

Stage 2 Develop and Assess

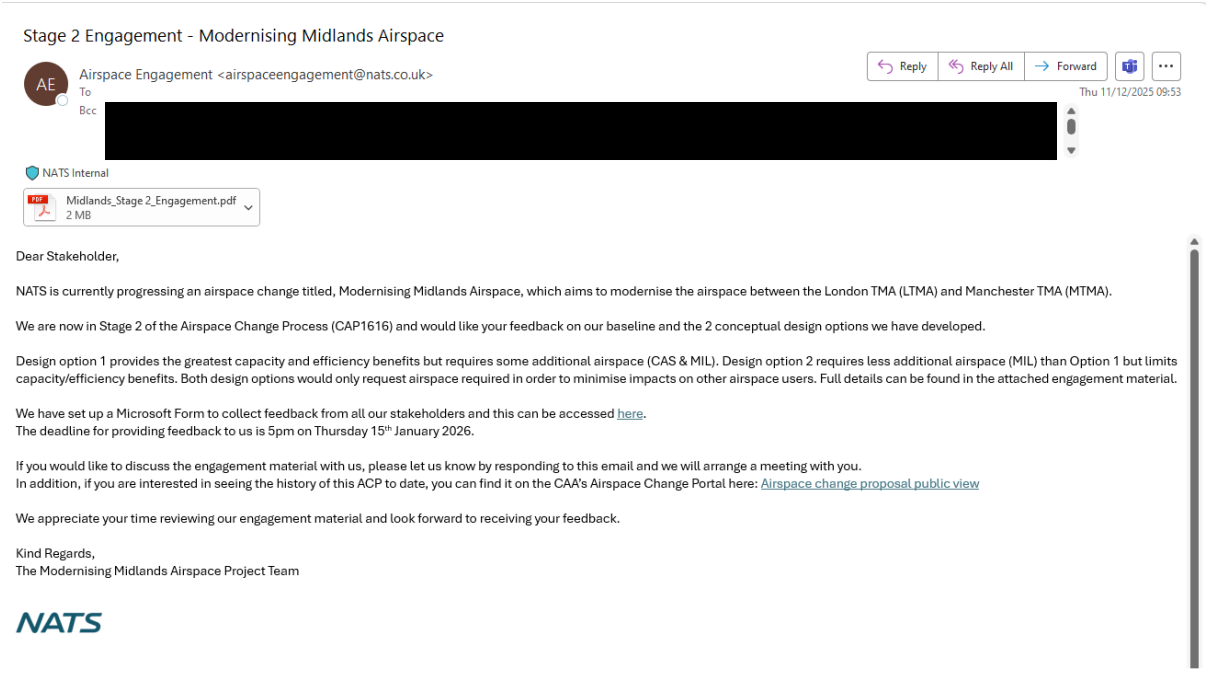
ACP-2025-013

This document provides evidence of engagement conducted during Stage 2. It includes:

- The engagement notification email sent to all stakeholders
- The engagement material sent and presented at briefings
- All correspondence with stakeholders who requested a briefing, including minutes
- The engagement reminder email
- All correspondence with stakeholders who did not request a briefing
- Feedback received via online form

Stage 2 Engagement Notification Email – Sent 11/12/2025

Notification email sent to all stakeholders. Three screenshots included to show all recipients.



Stage 2 Engagement - Modernising Midlands Airspace

AE Airspace Engagement <airspaceengagement@nats.co.uk>

Reply | Reply All | Forward

To

Bcc [redacted]

Thu 11/12/2025 09:53

NATS Internal

Midlands_Stage 2_Engagement.pdf 2 MB

Dear Stakeholder,

NATS is currently progressing an airspace change titled, Modernising Midlands Airspace, which aims to modernise the airspace between the London TMA (LTMA) and Manchester TMA (MTMA).

We are now in Stage 2 of the Airspace Change Process (CAP1616) and would like your feedback on our baseline and the 2 conceptual design options we have developed.

Design option 1 provides the greatest capacity and efficiency benefits but requires some additional airspace (CAS & MIL). Design option 2 requires less additional airspace (MIL) than Option 1 but limits capacity/efficiency benefits. Both design options would only request airspace required in order to minimise impacts on other airspace users. Full details can be found in the attached engagement material.

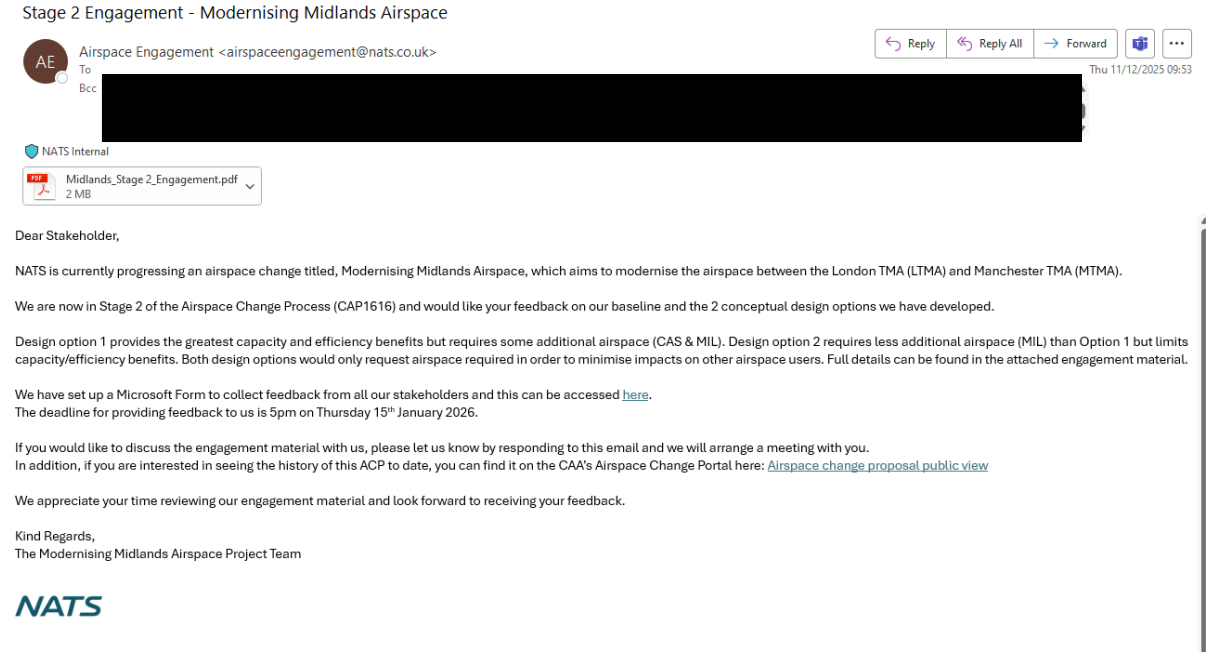
We have set up a Microsoft Form to collect feedback from all our stakeholders and this can be accessed here.
The deadline for providing feedback to us is 5pm on Thursday 15th January 2026.

If you would like to discuss the engagement material with us, please let us know by responding to this email and we will arrange a meeting with you.
In addition, if you are interested in seeing the history of this ACP to date, you can find it on the CAA's Airspace Change Portal here: Airspace change proposal public view

We appreciate your time reviewing our engagement material and look forward to receiving your feedback.

Kind Regards,
The Modernising Midlands Airspace Project Team

NATS



Stage 2 Engagement - Modernising Midlands Airspace

AE Airspace Engagement <airspaceengagement@nats.co.uk>

Reply | Reply All | Forward

To

Bcc [redacted]

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NATS

Stage 2 Engagement - Modernising Midlands Airspace



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Kind Regards,
The Modernising Midlands Airspace Project Team

NATS

Modernising Midlands Airspace

Stage 2 Develop and Assess

Engagement Material

ACP-2025-013

December 2025

NATS

1

The need for change

NATS

The aim is to **modernise the airspace** between the London TMA (LTMA) and Manchester TMA (MTMA) ('Midlands Airspace').

This will **enable integration** with LTMA/MTMA changes, in line with the Airspace Modernisation Strategy.

Current **capacity is limited** by high controller workload & tactical intervention required due to **inefficient flight plan routings** in the current airspace.

Key objectives:

- to enable MTMA future changes
- to optimise the airspace to enhance route capacity
- reduce complexity and controller workload
- provide environmental efficiencies where possible

Scope:
The indicative lateral scope area is the blue box in Figure 1.
Vertical scope is from FL70 – FL660.

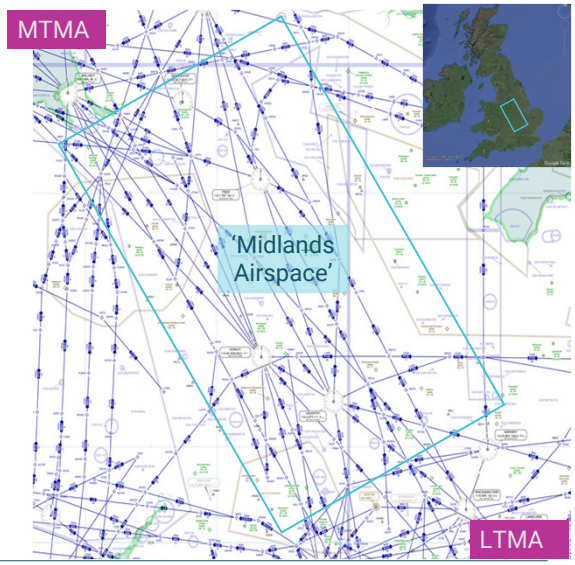


Figure 1: Indicative scope of change proposal area (Skyvector map)

2

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2

Baseline scenario: airspace design/usage

Current route structure comprises ATS routes, flight plannable direct routes (DCTs) and STARs (Standard Terminal Arrival Routes), as shown in Figure 2.

Primary ATS Routes within scope	L8, UL8, L10, L15, L151, L28, UL28, L608, L612, UL612, L613, M605, UM605, M868, UM868, N57, UN57, N859, UN859, N601, UN601, N92, P6, UP6, P18, Q3, Q4, UQ4, T418, T420, Y250, UY250, Y321, Y322, Y53, UY53

Southbound traffic (west flow) includes:
- arrivals into LTMA, Wessex Group, Solent Group and Farnborough airfields
- departures from MTMA, Birmingham, East Midlands, Northern UK/Irish airfields
- southbound London FIR/UIR overflights

Northbound traffic (east flow) includes:
- departures from LTMA, Wessex Group, Solent Group and Farnborough airfields
- arrivals into MTMA, Birmingham, East Midlands, Northern UK/Irish airfields
- northbound London FIR/UIR overflights

Airport Connectivity
Arrivals to MTMA, LTMA, and Midlands airports connect to the network via STARs.

Current airport departure procedures (SIDs) connect to the network. These are not within scope of the change however connectivity will be optimised.

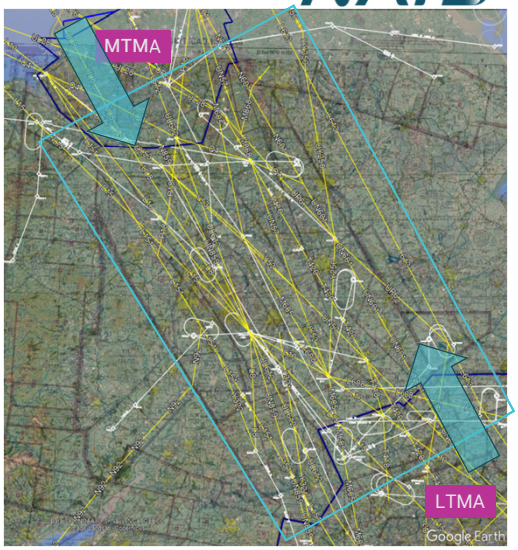


Figure 2: Extant ATS routes and airport arrival procedures within area of scope

Yellow = ATS routes White = STARs

The proposed changes will require connectivity with other ATS routes and DCTs within the wider network, so the change is not limited to these routes.

Baseline scenario: usage & traffic forecast

Traffic forecast

Year of implementation & 10 years post – NATS NOV25 Long Term Forecast Extended

Year	Traffic levels
2024 (baseline)	484,856
2028 (implementation)	515,043
2029	520,194
2030	523,315
2031	528,025
2032	529,609
2033	531,727
2034	535,449
2035	539,733
2036	544,051
2037	548,403

Current Fleet Mix – aircraft types

The predominant aircraft type using Midlands Airspace is medium jets, mostly comprised of aircraft from the Airbus A320 family and the Boeing B737 family.

16% of traffic is heavy airliners, predominantly B777/B787/B767 and A330/A350 aircraft.

Weight Category	Count (2024)	% all traffic
Super	3,354	1%
Heavy	79,304	16%
Medium	382,340	79%
Light/Small	19,858	4%

This change is not expected to alter the fleet mix using this airspace and the proportions of aircraft type are expected to remain similar with traffic growth.

Baseline scenario: airspace structures

Controlled Airspace (CAS) (shown in blue)

- Midlands CTA: Class C airspace FL195 - FL245
- Daventry (DTY) CTA 1 – CTA 20: Class A airspace
  Various bases up to FL195 as per Figure 4
- Daventry (DTY) CTA 21 – CTA 25: Class C airspace
  Various bases up to FL195 as per Figure 4

Parachute Areas within scope (blue dots)

- (1) Tilstock parachute site (SFC – FL150)
- (2) Langar Parachute Site (SFC – FL150)
- (3) Weston-on-the-Green parachute site (SFC – FL120)
- (4) Hinton on the Hedges (SFC –FL65)

Gliding Areas within scope (light blue area)

Camphill Box (FL85 – FL100)

Free Route Airspace (FRA) (shown in green) out of scope

To the west of the scope area, airspace above FL245 is FRA.

This denotes the west boundary of the change area and is out of scope.

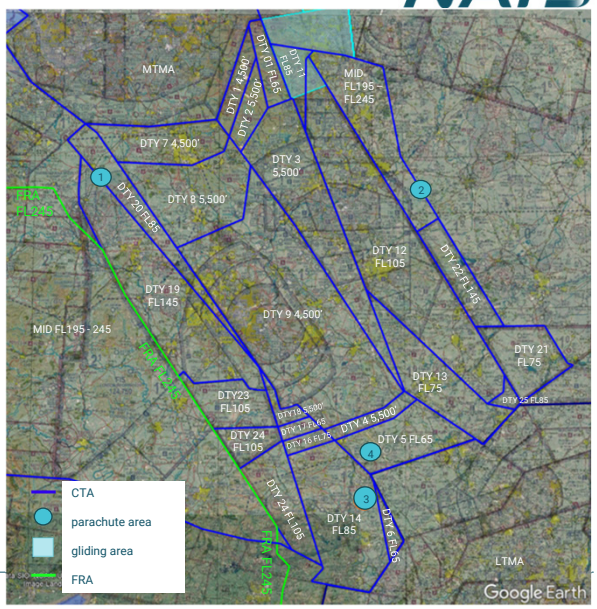


Figure 4: Extant airspace structures within area of scope. DTY CTA base levels shown (all to FL195)

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5

Baseline scenario: impact assessment ('do nothing')

CAPACITY ASSESSMENT

Workload:

Most aircraft require radar vectors and multiple level clearances to maintain safety and manage traffic demand.

An increase in traffic would increase ATC workload, limiting capacity, these factors would likely worsen with the forecasted increase in traffic levels.

Delay:

Currently an ATC bottleneck, with a high level of complexity and traffic demand in the busy corridor connecting airspace between LTMA, Oceanic/Scottish domestic airspace and Dublin.

The current design does not facilitate efficient operations; the forecasted increase in traffic levels would increase delay, and likely more regulations would need to be applied within the network to manage traffic levels.

ENVIRONMENTAL ASSESSMENT:

Fuel burn / CO2e:

With current day design, environmental impacts will likely worsen as traffic increases, as tactical routing efficiencies will likely be limited due to the increased complexity, with less continuous climbs / descents also likely.

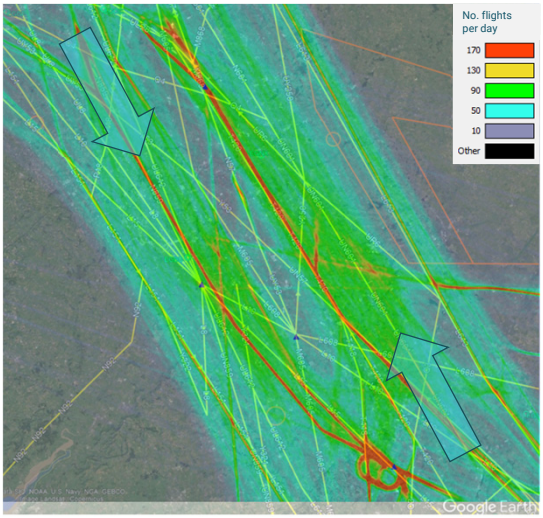


Figure 3: Extant traffic flow density for a typical summer busy week – 1-7 August 2024

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6

Design Principles

Design Principles were developed at Stage 1, these underpin the design development work.
Design options will be evaluated against these during Stage 2:

Priority	Design Principle	Description
A	MDP Safety	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
B	DDP Operational (Capacity)	The airspace change proposal should provide the greatest capacity benefits.
B	BDP Technical (Future Airspace Enabler)	The Midlands Airspace design will provide a compatible and optimised interface with the MTMA and LTMA modernisation projects.
B	MDP Policy	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.
C	MDP Environment	The airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017.
C	DDP Technical (Performance based navigation)	The proposed routes (instrument flight procedures/air traffic service routes) should be designed to enable efficiency benefits by using an appropriate standard of performance-based navigation
C	DDP Technical (Ministry of Defence requirements)	The airspace change proposal should be compatible with the requirements of the Ministry of Defence.
C	DDP Technical (Accessibility for all airspace users)	The airspace change proposal should consider the impacts of operators and owners of all classes of aircraft, including general aviation and other civilian airspace users.
C	DDP Technical (Controlled airspace	The volume and classification of controlled airspace required for the provision of air traffic control services to IFR flights should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of other airspace users.

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7

Design Option Development - considerations

Assumptions & Constraints

Airport Connectivity:

Arrivals to MTMA, LTMA, and the Midlands airports connect to the network via STARs (Standard Terminal Arrival Routes). These STARs may be realigned to optimise connectivity to the revised airspace, prior to the hold. There will be no impact on airport procedures or holds themselves.

Connectivity will be optimised to current airport departure procedures (Standard Instrument Departures). SIDS are not within scope, there are no changes below 7,000ft.

Network Connectivity:

The proposed changes will require connectivity with other ATS routes and DCTs within the wider network, so the change is not limited to these primary routes / may extend beyond the indicated scope area.

LTMA/MTMA future changes:

The change must be compatible with future changes to both MTMA and LTMA.

Data-driven approach:

Data analysis of current traffic demand identifies the key traffic flows and airspace requirements, and the designs reflect the airspace usage.

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8

Design Options overview – the design story

Three airspace design concepts were assessed in initial design development:

Concept	Description	Evaluation
Free Route Airspace	Allows aircraft to fly between defined entry and exit points without having to follow fixed airways or routes	Whilst this provides efficiency and flexibility benefits, current ATM system limitations restrict the implementation of Free Route Airspace. Additionally, Free Route Airspace would markedly increase complexity which would limit capacity, so this concept was **discounted.**
Fully systemised airspace	Aircraft follow a structured set of predefined routes, levels, and separation standards	This provides predictability of traffic flows, however the high volume of traffic in this airspace would significantly impact the environmental efficiency of this airspace, as it would not optimise the most efficient routings, so this concept was **discounted**.
Hybrid systemisation	The arrivals and departures from the TMAs are fully systemised, and traffic overflying the volume of airspace are largely permitted to flight plan the most efficient routings.	This provides the balance of structured airspace helping to manage complexity for efficient and predictable operations between TMAs, and flexible flight planning for overflying traffic. This would provide optimised routings, so this concept has been **progressed** for option development.

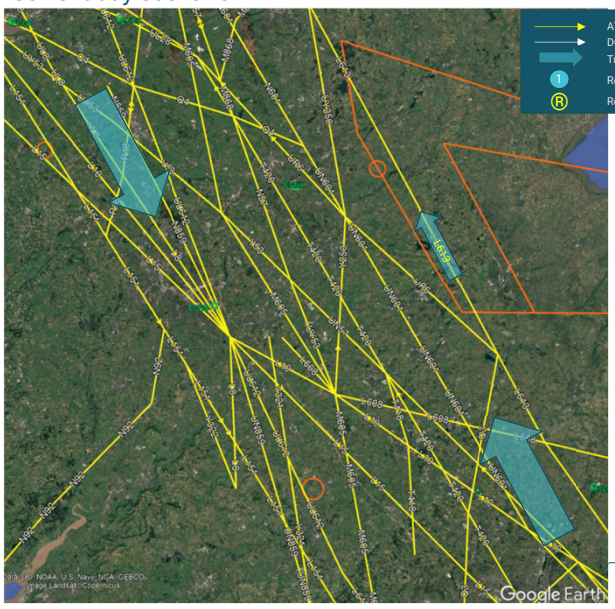
Working with this concept, we have developed **2 design options**, which are conceptual at this stage.
Option 1 provides greatest capacity and efficiency benefits but requires some additional airspace (CAS & MIL); Option 2 requires less additional airspace (MIL) than Option 1 but limits capacity/efficiency benefits. These options are described on the following slides, and we welcome your feedback.

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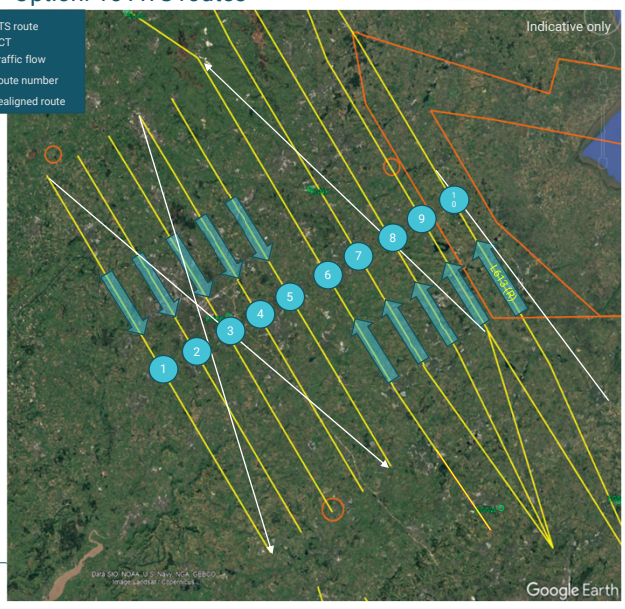
9

Revised Airspace - Option 1: 10 parallel routes

Current day scenario



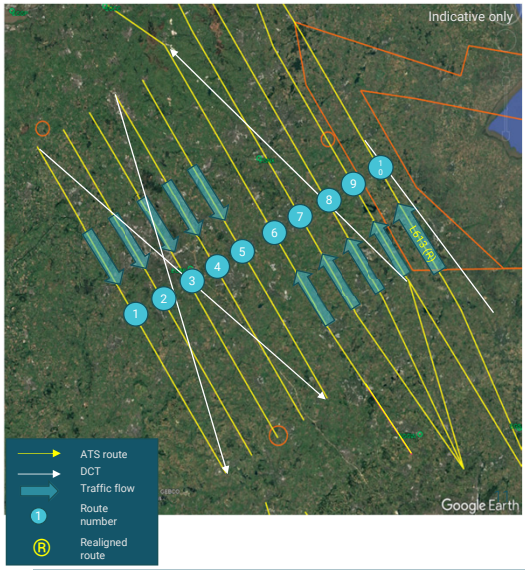
Option: 10 ATS routes



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10

Option 1: 10 parallel routes (preferred)



Option 1 - 10 routes: Design Option Description

This design has 10 separated ATS routes: 5 southbound & 5 northbound.
Traffic to and from the LTMA/MTMA may flight plan one of the 10 ATS routes, according to departure and destination and/or UK entry/exit fixes.

All other traffic overflying the airspace volume, will be permitted to flight plan more efficient trajectories by means of flight plannable DCTs.

All routes are separated to CAP1385 standards, maximising the airspace and capacity opportunities. This design option provides the optimal solution for capacity for the airspace, minimising environmental impacts.

Benefits: 10 route option

- Enhanced predictability for LTMA/MTMA arrivals and departure flows
- Maximises reduction in use of controller intervention against current day
- Provides optimal flight profiles for traffic transiting the airspace
- 3 routes for LTMA departures – increased capacity, reduced complexity/workload
- Dedicated route for EGNM/NJ arrivals - provides future growth potential for MTMA (also future proofing for potential reopening of EGCN)
- Reduced complexity on the busy northbound sectors and therefore reduced delay
- Fully compatible with MTMA design
- Additional 10th route gives benefits of greater systemisation and therefore lower complexity for the northbound route structure

Impacts: 10 route option

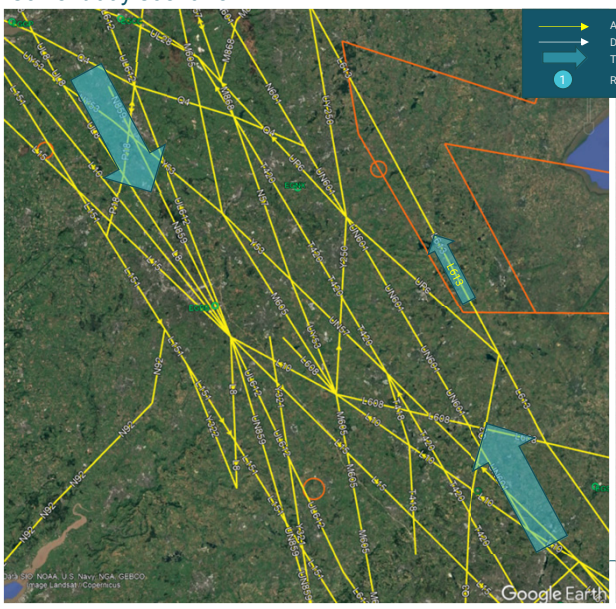
- Additional CAS required above FL100
- Realignment of EAMTA and TRA 003 required

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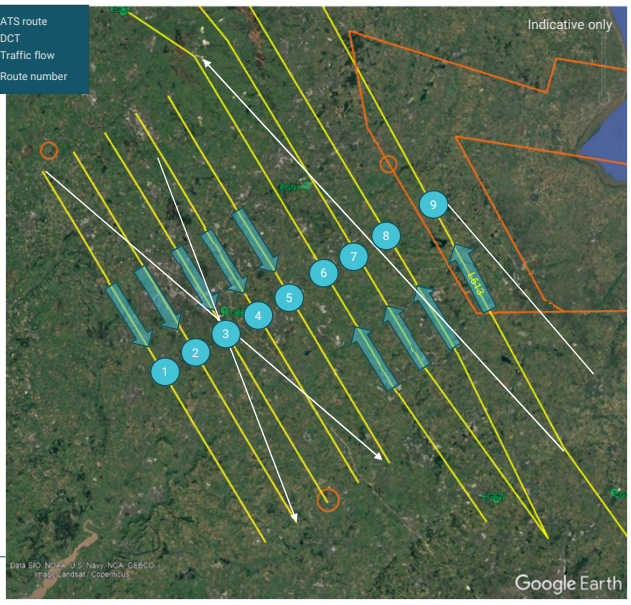
11

Revised Airspace - Option 2: 9 parallel routes

Current day scenario



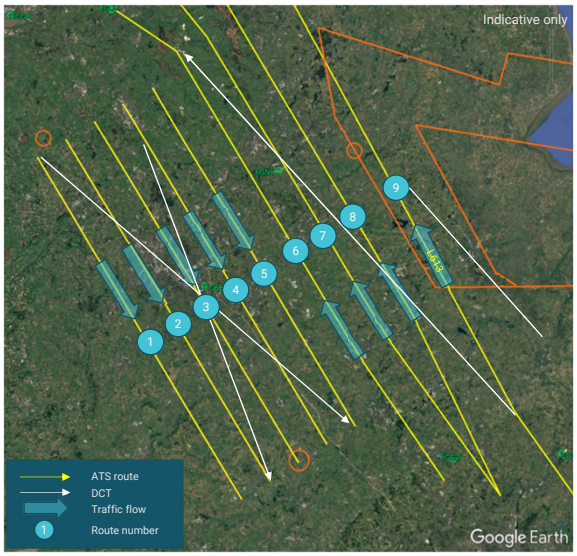
Option 2: 9 ATS routes



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12

Option 2: 9 parallel routes



Option 2 - 9 routes: Design Option Description
This design has 9 separated ATS routes: 5 southbound & 4 northbound.

Traffic to and from the LTMA/MTMA may flight plan one of the 9 ATS routes, according to departure and destination and/or UK entry/exit fixes.

All other traffic overflying the airspace volume, will be permitted to flight plan the most efficient trajectories by means of flight plannable DCTs.

Existing L613 (route 9) is the outer route to the east and remains as today, this creates an inefficient spacing between routes 8 & 9, which is not optimised. Routes are generally designed with 6.8NM separation.

Benefits: 9 route option
- Predictability for LTMA/MTMA arrivals and departure flows
- Reduction in use of controller intervention against current day
- Provides optimised flight profiles for traffic transiting the airspace
- No requirement for additional CAS
- No changes required for TRA003 volume

Impacts: 9 route option
- Limits LTMA departures to 2 routes (will increase the complexity, and limit capacity gains)
- Not fully compatible with future MTMA design
- EGNM/NJ arrivals will be sharing the MTMA route
- ATS routes are separated to CAP1385 standard, other than routes 8 & 9, which are not optimally efficient
- Realignment of EAMTA required

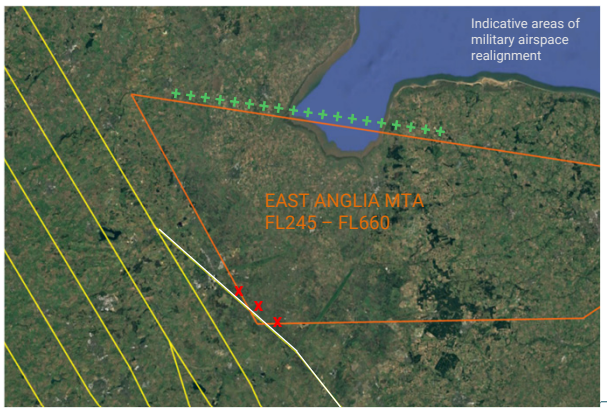
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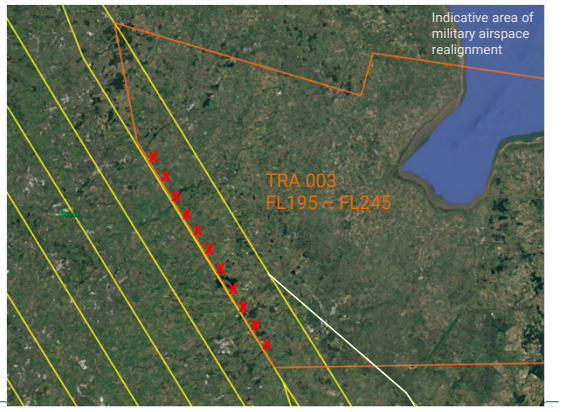
Option 1 (10 Routes): Military impacts: EAMTA & TRA003

This option would require the realignment of some military airspace to accommodate adequate route separation.
L613 would be realigned slightly to the east, which would require revisions to EAMTA and TRA003.
In line with the Design Principles, only airspace required for this option would be requested to minimise impacts on the MoD.

EAMTA (FL245 – FL660) Proposed changes:
A realignment to south-west corner (shown x) would be required to provide route separation, enabling more efficient routings H24.
To offset this, the MTA could be extended to the north as shown (++)



TRA 003 (FL195 – FL245) Proposed changes:
A lateral realignment of the western edge would be required (shown with x) to provide separation from proposed ATS route 9.
This would be the minimal airspace required for route separation.



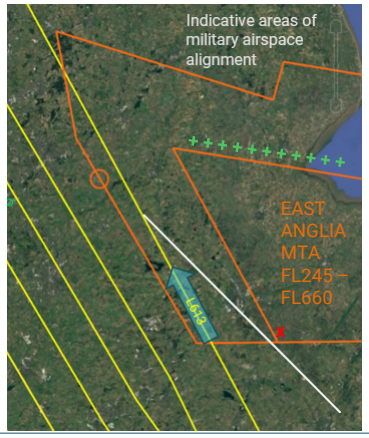
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14

Option 2 (9 Routes): Military impacts: EAMTA

This option makes a current time-banded route available H24, which would require the realignment of some military airspace. In line with the Design Principles, only airspace required for this option would be requested to minimise impacts on the MoD.

EAMTA (FL245 – FL660) Proposed changes:
A realignment to south-west corner (shown x) would be required to provide route separation, enabling more efficient routings H24.
To offset this, the MTA could be extended to the north as shown (++)



The white line is indicative of a flight plannable DCT which is currently available dependent on EAMTA activity, as it is less than 5NM from boundary.

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15

Option 1 (10 Routes): Controlled Airspace (CAS) impacts

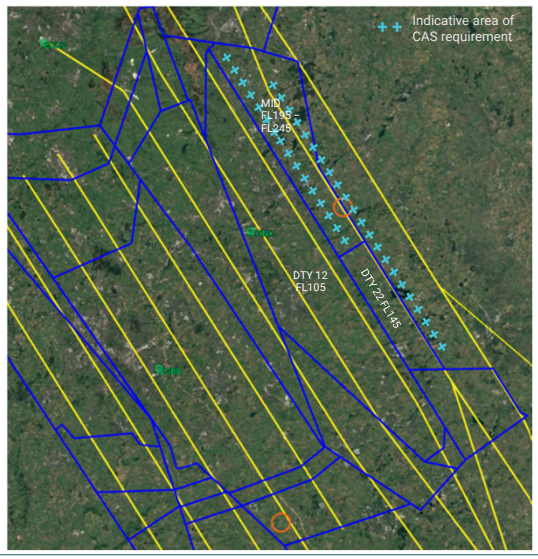
This option would require some additional controlled airspace to facilitate the required route separation, in the area indicated by + +.

This would abut the current Daventry CTAs and sit below the Midlands CTA.

These routes will be used by traffic arriving / departing the UK airfields, so the new area of CAS will include variable base levels within the area required.

In line with the Design Principles, only airspace required for this option would be requested to minimise impacts on other airspace users.

Impacts:
Minimal impacts are expected on parachute areas or gliding areas.



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16

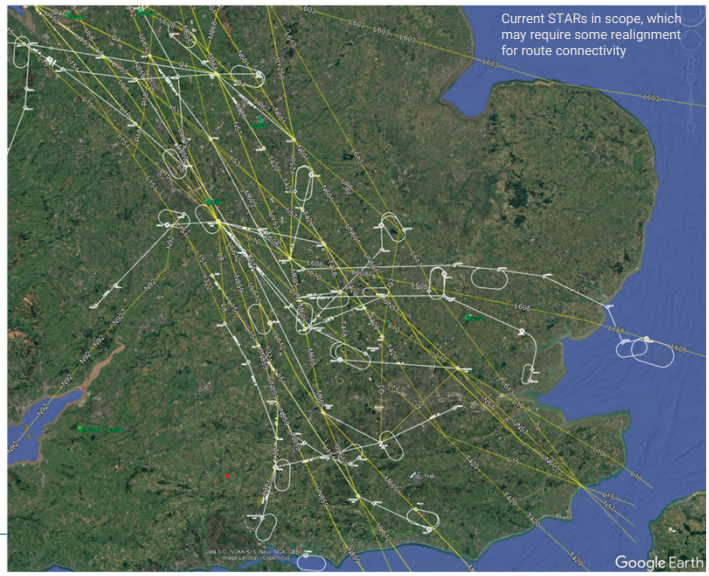
Both Options: Airport Connectivity impacts

Some airport STARs may be realigned to connect with the new route network.

All STARs will retain connectivity with current holds, so there will be minimal change for airports.

Both design options will allow full network connectivity from all airfields and will require STAR realignment.

Airport Standard Arrival Routes in scope of change	
AIRPORT	STARs
Manchester (EGCC)	ELVOS1M, LESTA1M
Liverpool (EGGP)	ELVOS1L, LESTA1L
Birmingham (EGBB)	HEMEL1B, SILVA1B
East Midlands (EGNX)	HEMEL1E
Heathrow (EGLL)	NUGRA2H / HON2H, TOBID1X
London Gatwick (EGKK)	DISIT1G
London Stansted (EGSS)	LISTO1L
London Luton (EGGW)	LISTO1N
London City (EGLC)	HON1C, LISTO1C
Southend (EGMC)	LISTO1S



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How to respond & next steps…

We would like your feedback on the proposed baseline and design options for this change.

Please complete this brief form with your response by 5pm 15th January 2026.

After this date, we will consider and utilise feedback to inform the Design Principle Evaluation (DPE) of each design option, conduct an Initial Options Appraisal (IOA), confirm our preferred option, and progress to the Stage 2 Develop and Assess Gateway.

We will seek further input from yourselves as we progress through Stage 3 of the CAP1616 Airspace Change Process.

We appreciate your time reviewing this engagement material and look forward to receiving your feedback.

NATS Public



19

Stage 2 Engagement Briefing and feedback acknowledgement BGA/NERL

Brief requested by BGA, brief held 07/01/2026

Briefing instigation emails

From: [redacted]
Sent: 19 December 2025 09:14
To: Airspace Engagement <airspaceengagement@nats.co.uk>
Subject: [EXTERNAL] Re: Stage 2 Engagement - Modernising Midlands Airspace

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear NATS
Thanks for your engagement.
We have looked at consultation document. Unfortunately, we cannot gauge from the document the potential impact of the options on gliding activity and operations. We understand that related airspace designs appear at stage 3, by which time it is too late to implement change as the sponsor will have invested in expensive design work.
Therefore we request an engagement meeting so that NATS can explain in detail the likely impact of the stage 2 proposals on the related controlled airspace construct.
We look forward to your response.
Kind regards
[redacted]

[redacted]
British Gliding Association

RE: Stage 2 Engagement - Modernising Midlands Airspace

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]
NATS Internal

Reply | Reply All | Forward
Fri 19/12/2025 10:54

Good morning [redacted]

Thanks for your email in response to the engagement material we have sent on our Stage 2 design concepts for Modernising Midlands Airspace.

Currently, within Stage 2 we are engaging on these 2 concepts – 10 routes and 9 routes. We would be glad to meet with yourself (and any colleagues) to discuss the potential impacts at this stage on the BGA.
Could we arrange a meeting via Teams, how is Wednesday 7 January? We could do between 0900 -1100 and from 1300-1600 on that day.

We would like to assure you that there will time to influence the design within Stage 3, as we progress the concepts to design options we will engage and we will formally consult on design options within Stage 3. Your feedback at this stage will be considered, and continue to inform the design development.

Please advise your availability and I will arrange a call for the New Year,

Many thanks
[redacted]

NATS

[EXTERNAL] Re: Stage 2 Engagement - Modernising Midlands Airspace

PS [redacted]
To Airspace Engagement

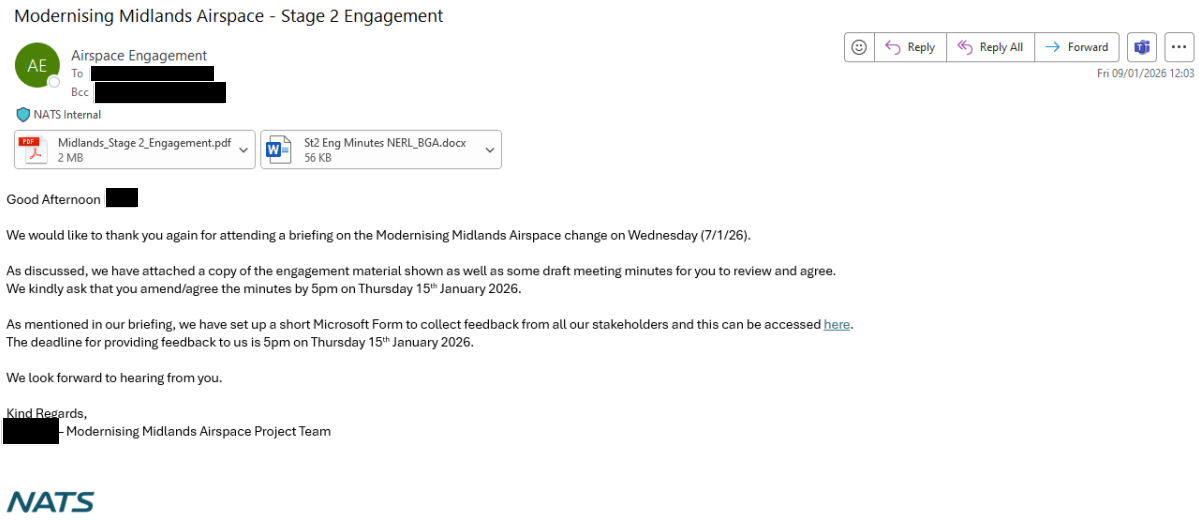
Reply | Reply All | Forward
Fri 19/12/2025 20:37

If there are problems with how this message is displayed, click here to view it in a web browser.

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

[redacted]
Thanks.
7th January afternoon will be fine.
Kind regards
[redacted]

Meeting minutes sent for agreement



Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement
To [redacted]
Bcc [redacted]

Reply | Reply All | Forward
Fri 09/01/2026 12:03

NATS Internal

Midlands_Stage 2_Engagement.pdf 2 MB
St2 Eng Minutes NERL_BGA.docx 56 KB

Good Afternoon [redacted]

We would like to thank you again for attending a briefing on the Modernising Midlands Airspace change on Wednesday (7/1/26).

As discussed, we have attached a copy of the engagement material shown as well as some draft meeting minutes for you to review and agree.
We kindly ask that you amend/agree the minutes by 5pm on Thursday 15th January 2026.

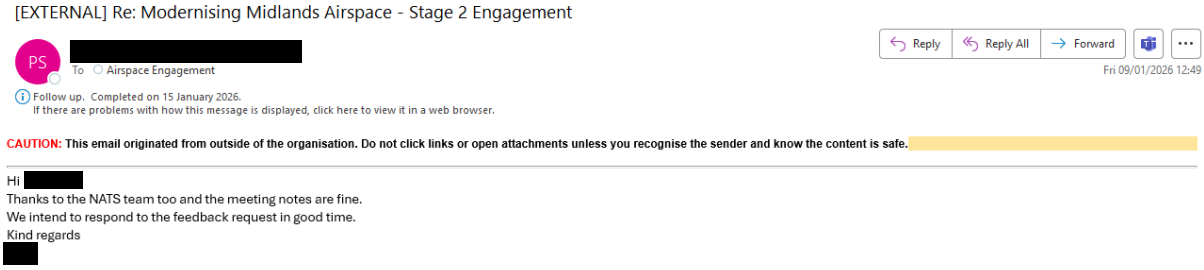
As mentioned in our briefing, we have set up a short Microsoft Form to collect feedback from all our stakeholders and this can be accessed here.
The deadline for providing feedback to us is 5pm on Thursday 15th January 2026.

We look forward to hearing from you.

Kind Regards,
[redacted] – Modernising Midlands Airspace Project Team

NATS

Meeting minutes agreed



[EXTERNAL] Re: Modernising Midlands Airspace - Stage 2 Engagement

PS [redacted]
To Airspace Engagement

Reply | Reply All | Forward
Fri 09/01/2026 12:49

Follow up. Completed on 15 January 2026.
If there are problems with how this message is displayed, click here to view it in a web browser.

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Hi [redacted]
Thanks to the NATS team too and the meeting notes are fine.
We intend to respond to the feedback request in good time.
Kind regards
[redacted]

Copy of agreed meeting minutes

2026-01-07 NERL – BGA Stage 2 engagement re Modernising Midlands Airspace

1400-1500

Attendance

BGA

[redacted]	Acting Chair of the Airspace Committee for BGA

NERL

[redacted]	ATM Development & Operational ATCO
[redacted]	ATM Development ATCO
[redacted]	ATC Implementation Lead
[redacted]	Airspace Change Specialist

Agenda

1. Welcome and introductions
2. Engagement material run through
3. Summary, actions, and feedback
4. AOB

Link to CAA portal page for this ACP.

Notes

NERL welcomed the attendees and thanked them for joining today. Introductions were completed.

NERL presented the slide pack which had been sent previously. The reasons for the Airspace Change Proposal (ACP) were reviewed. The baseline and two conceptual design options, including the benefits and impacts, were discussed.

NERL asked if there were any gliding areas that had been missed in the engagement material. BGA have taken an action to check. The 'Daventry box' was mentioned but this is situated below FL70 which is out of scope of this airspace change.

BGA requested clarification on the difference between systemised and hybrid-systemised airspace, asking for examples. NERL used images in the engagement material to explain the difference.

BGA asked if potential increase in CAS would be vertical as well as lateral. NERL clarified that it could be both, details will be discussed in Stage 3. NERL does not envision any increase in CAS on the West side of the change area and as per the design principles would only request the minimum amount of airspace required.

Meeting closed with NERL giving thanks to attendees and reminding them to complete the feedback form. NERL will advise on any update. BGA remarked that this level of engagement at this stage is useful.

Summary of actions and feedback

NERL to send notes to all. BGA to check if there are any gliding areas not listed in the baseline and include this in their feedback. Minutes agreed 09/01/2026. No AOB.

End of document.

Acknowledge receipt of BGA feedback via form

Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]

NATS Internal

Reply | Reply All | Forward

Wed 14/01/2026 13:24

Good Afternoon [redacted]

I am emailing to let you know that we have received the feedback you submitted for the Modernising Midlands Airspace Stage 2 Engagement and will review the points you have made.

We look forward to engaging with you further as we progress our proposal.

Kind Regards,
[redacted] - Modernising Midlands Airspace Project Team

NATS

Stage 2 Engagement Briefing Birmingham Airport/NERL

Brief requested by Birmingham Airport, brief held 07/01/2026

Briefing instigation emails

Email Chain 1

From: Airspace Engagement <airspaceengagement@nats.co.uk>
Sent: 11 December 2025 09:53
Subject: Stage 2 Engagement - Modernising Midlands Airspace

CAUTION: This e-mail originated from outside the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Stakeholder,

NATS is currently progressing an airspace change titled, Modernising Midlands Airspace, which aims to modernise the airspace between the London TMA (LTMA) and Manchester TMA (MTMA).

We are now in Stage 2 of the Airspace Change Process (CAP1616) and would like your feedback on our baseline and the 2 conceptual design options we have developed.

Design option 1 provides the greatest capacity and efficiency benefits but requires some additional airspace (CAS & MIL). Design option 2 requires less additional airspace (MIL) than Option 1 but limits capacity/efficiency benefits. Both design options would only request airspace required in order to minimise impacts on other airspace users. Full details can be found in the attached engagement material.

We have set up a Microsoft Form to collect feedback from all our stakeholders and this can be accessed here.
The deadline for providing feedback to us is 5pm on Thursday 15th January 2026.

If you would like to discuss the engagement material with us, please let us know by responding to this email and we will arrange a meeting with you.
In addition, if you are interested in seeing the history of this ACP to date, you can find it on the CAA's Airspace Change Portal here: Airspace change proposal public view

We appreciate your time reviewing our engagement material and look forward to receiving your feedback.

Kind Regards,
The Modernising Midlands Airspace Project Team

NATS

From: [redacted]
Sent: 12 December 2025 09:28
To: Airspace Engagement <airspaceengagement@nats.co.uk>
Cc: [redacted]
Subject: [EXTERNAL] RE: Stage 2 Engagement - Modernising Midlands Airspace

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

This message could be suspicious

- Similar name as someone in your company.
- This is their first mail to some recipients.

Mark Safe | Report | NATS Information Solutions

Good morning,

Thank you for forwarding this. This is the first that we are aware of this proposed change.
We understand that it appears that the only impact upon Birmingham operations will be to the HEMEL and SILVA STARs.
Is it possible for Birmingham to participate in any simulations regarding the design concepts? We'd like to at least be involved in an observer capacity to assess any operational impact for Birmingham.

I look forward to hearing from you.

Best regards
[redacted]

Birmingham Airport Air Traffic

[redacted]
Birmingham Airport Limited
Tel: [redacted]
Mob: [redacted]
E-mail: [redacted]

RE: Stage 2 Engagement - Modernising Midlands Airspace

Reply | Reply All | Forward

AE Airspace Engagement
To [redacted] Airspace Engagement
Cc [redacted]
Wed 17/12/2025 16:55

NATS Internal

Good afternoon [redacted]

Thank you for your email. Yes, you are correct in your assessment that the only impact for Birmingham will be a potential realignment of the HEMEL and SILVA STARs, in order to provide connectivity to the new proposed route network.

I understand [redacted] has emailed [redacted] and [redacted] to arrange a meeting, it may be useful if you could also attend to answer any questions on the current network design concepts, and discuss time scales and potential simulation attendance.

Kind regards
[redacted]

NATS

Email Chain 2

From: Airspace Engagement <airspaceengagement@nats.co.uk>
Sent: 11 December 2025 09:53
Subject: Stage 2 Engagement - Modernising Midlands Airspace

CAUTION: This e-mail originated from outside the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Stakeholder,

NATS is currently progressing an airspace change titled, Modernising Midlands Airspace, which aims to modernise the airspace between the London TMA (LTMA) and Manchester TMA (MTMA).

We are now in Stage 2 of the Airspace Change Process (CAP1616) and would like your feedback on our baseline and the 2 conceptual design options we have developed.

Design option 1 provides the greatest capacity and efficiency benefits but requires some additional airspace (CAS & MIL). Design option 2 requires less additional airspace (MIL) than Option 1 but limits capacity/efficiency benefits. Both design options would only request airspace required in order to minimise impacts on other airspace users. Full details can be found in the attached engagement material.

We have set up a Microsoft Form to collect feedback from all our stakeholders and this can be accessed here.
The deadline for providing feedback to us is 5pm on Thursday 15th January 2026.

If you would like to discuss the engagement material with us, please let us know by responding to this email and we will arrange a meeting with you.
In addition, if you are interested in seeing the history of this ACP to date, you can find it on the CAA's Airspace Change Portal here: Airspace change proposal public view

We appreciate your time reviewing our engagement material and look forward to receiving your feedback.

Kind Regards,
The Modernising Midlands Airspace Project Team

NATS

From: [redacted]
Sent: 12 December 2025 09:28
To: Airspace Engagement <airspaceengagement@nats.co.uk>
Cc: [redacted]
Subject: [EXTERNAL] RE: Stage 2 Engagement - Modernising Midlands Airspace

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

This message could be suspicious

- Similar name as someone in your company.
- This is their first mail to some recipients.

Mark Safe | Report

NATS Information Solutions

Good morning,

Thank you for forwarding this. This is the first that we are aware of this proposed change.
We understand that it appears that the only impact upon Birmingham operations will be to the HEMEL and SILVA STARs.
Is it possible for Birmingham to participate in any simulations regarding the design concepts? We'd like to at least be involved in an observer capacity to assess any operational impact for Birmingham.

I look forward to hearing from you.

Best regards
[redacted]

[redacted]
Birmingham Airport Limited
Tel: [redacted]
Mob: [redacted]
E-mail: [redacted]

From: [redacted]
Sent: 12 December 2025 12:10
To: [redacted] Airspace Engagement <airspaceengagement@nats.co.uk>; [redacted]
Cc: [redacted]
Subject: RE: Stage 2 Engagement - Modernising Midlands Airspace

Good Afternoon Everyone

May I respectfully ask for an extension to the response window on this please. We are disappointed to have only been notified of this major project at this stage and given such a short window to consider the impact and ask for further clarification if needed, particularly with Christmas upon us. It does not sit easily with our principles of working in partnership to have such a late notification and such a small response window.

BAL are still operationally impacted by a lack of meaningful consultation around the Fairford Danger Area and also the Luton ACP.

Happy to discuss further or set up a meeting at any time to discuss.

[redacted]

[redacted]
Birmingham Airport Air Traffic Limited
Control Tower
2 Falcon Way
Birmingham Airport
Birmingham
B26 3RF

RE: Stage 2 Engagement - Modernising Midlands Airspace

Reply | Reply All | Forward
Wed 17/12/2025 16:51

AE Airspace Engagement
To [redacted] Airspace Engagement; [redacted]
Cc [redacted]
NATS Internal

Good afternoon [redacted]

Thank you for your email.

I understand [redacted] has contacted [redacted] to arrange a discussion on the proposed network changes in the Midlands Interface ACP. As we are in Stage 2, these are at a concept stage, however we have identified there may be some realignment required to Birmingham HEMEL/SILVA STARs to potentially connect to the proposed systemised network of routes – we expect these changes to be minor in nature.

As we progress the current concepts into more detailed design options in Stage 3, we intend to undertake targeted engagement activities from March 2026, to discuss these and potentially other areas of benefit to Birmingham and the wider network, when we have more design option detail.

However, we are happy to meet and discuss the initial Stage 2 concepts and possible impacts to Birmingham (as currently identified) sooner if this would be useful.

If Birmingham Airport need further time to assess the impact of the design concepts we could discuss and agree at that meeting?

Kind regards
[redacted]
NATS

Email Chain 3

From: Airspace Engagement <airspaceengagement@nats.co.uk>
Sent: 11 December 2025 09:53
Subject: Stage 2 Engagement - Modernising Midlands Airspace

CAUTION: This e-mail originated from outside the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Stakeholder,

NATS is currently progressing an airspace change titled, Modernising Midlands Airspace, which aims to modernise the airspace between the London TMA (LTMA) and Manchester TMA (MTMA).

We are now in Stage 2 of the Airspace Change Process (CAP1616) and would like your feedback on our baseline and the 2 conceptual design options we have developed.

Design option 1 provides the greatest capacity and efficiency benefits but requires some additional airspace (CAS & MIL). Design option 2 requires less additional airspace (MIL) than Option 1 but limits capacity/efficiency benefits. Both design options would only request airspace required in order to minimise impacts on other airspace users. Full details can be found in the attached engagement material.

We have set up a Microsoft Form to collect feedback from all our stakeholders and this can be accessed here.
The deadline for providing feedback to us is 5pm on Thursday 15th January 2026.

If you would like to discuss the engagement material with us, please let us know by responding to this email and we will arrange a meeting with you.
In addition, if you are interested in seeing the history of this ACP to date, you can find it on the CAA's Airspace Change Portal here: Airspace change proposal public view

We appreciate your time reviewing our engagement material and look forward to receiving your feedback.

Kind Regards,
The Modernising Midlands Airspace Project Team

NATS

From: [redacted]
Sent: 12 December 2025 12:29
To: Airspace Engagement <airspaceengagement@nats.co.uk>
Cc: [redacted]
Subject: [EXTERNAL] RE: Stage 2 Engagement - Modernising Midlands Airspace

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Afternoon,

I received this email yesterday, informing me that NATS En-Route were initiating a Stage 2 Engagement in accordance with CAP1616. I have the following questions and points to make:

1. Given the title of the of the proposed airspace change is Modernising Midlands Airspace, why is this the first time that Birmingham Airport have become aware of this proposed change, particularly as Birmingham Airport is impacted by this proposed change?
2. Stage 1 of CAP 1616 clearly states, under Section 3.12 (Stakeholder Engagement) that the Stage 1 process must identify relevant stakeholders and share current day scenario and proposed design principles. As Birmingham Airport is impacted, why have we been ignored/omitted through Stage 1?
3. A deadline for comments has been set for 15th January 2026. Given we have been omitted from Stage 1 and taking into account the Christmas/New Year period, Birmingham Airport has roughly 3 weeks to form a response to something we knew nothing about until yesterday morning. It is wholly insufficient time to provide an informed response. Therefore, we expect you to extend the time available for responses to be made. I would suggest at least a further 2 months (due to Birmingham ANSP transition to NATS) to be added on to your deadline.
4. This is the second time in recent years that Birmingham Airport have been omitted from an airspace change process, involving NATS En-Route, that directly impacts Birmingham Airport operations. The other being the RAF Fairford Danger Areas airspace change. Why has this been allowed to happen again?
5. Is there a breakdown in understanding within both NATS En-Route and the CAA, that sees Birmingham again omitted from CAP1616 Stage 1 stakeholder engagement for airspace changes that directly impact Birmingham Airport operations?
6. Are the any other airspace change process, currently being developed by NATS En-Route, that Birmingham Airport need to be aware of? At the time that we became aware of the Fairford Danger Areas ACP, we asked the same question and were assured that there were no other ACPs that impacted Birmingham Airport. Yet we have this?
7. Our latest Airport Interface Agreement with NATS En-Route is currently unsigned, as we had reservations about the lack of notification provided by NATS En-Route on major projects/processes that had the potential to impact Birmingham Airport operations. This is further evidence of why this agreement remains unsigned.

[redacted]

[redacted]
Birmingham Airport Limited
Tel: [redacted]
Mob: [redacted]
E-mail: [redacted]



Meeting minutes sent for agreement



Modernising Midlands Airspace - Stage 2 Engagement

Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]
Cc [redacted]
Bcc [redacted]

Reply | Reply All | Forward
Fri 09/01/2026 11:34

NATS Internal
You forwarded this message on 19/01/2026 15:34.
Midlands_Stage 2_Engagement.pdf 2 MB
St2 Eng Minutes NERL_Birmingham.docx 49 KB

Good Afternoon All,

We would like to thank you again for attending a briefing on the Modernising Midlands Airspace change on Wednesday (7/1/26).

As discussed, we have attached a copy of the engagement material shown as well as some draft meeting minutes for you to review and agree.
We kindly ask that you amend/agree the minutes by 5pm on Thursday 15th January 2026.

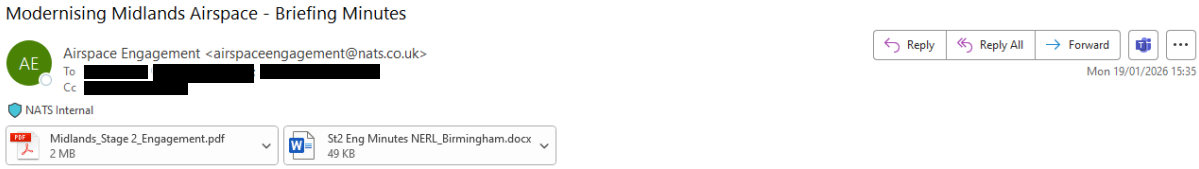
As mentioned yesterday, we have set up a short Microsoft Form to collect feedback from all our stakeholders and this can be accessed here.
We acknowledge your request for additional time to complete this form. Unfortunately, we are unable to extend the feedback window any further as information received will feed into multiple Stage 2 activities that need to take place before we submit documentation to the CAA in mid-February 2026.
We appreciate that this is a busy time for Birmingham and suggest that if feedback can't be collated and submitted via the form by the 15th January, the points Birmingham have raised in the attached meeting minutes are used as feedback. Namely, that more detail is required to assess the impact to your operation.
Please let us know if this alternative is workable.

We look forward to working with you as we progress to Stage 3 and continue to develop our change proposal.

Kind Regards,
[redacted] – Modernising Midlands Airspace Project Team

NATS

Meeting minute agreement reminder



Modernising Midlands Airspace - Briefing Minutes

Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]
Cc [redacted]

Reply | Reply All | Forward
Mon 19/01/2026 15:35

NATS Internal
Midlands_Stage 2_Engagement.pdf 2 MB
St2 Eng Minutes NERL_Birmingham.docx 49 KB

Good Afternoon All,

I'm following up on our previous email, see below, requesting review and agreement to the attached meeting minutes for the 7th Jan 2026 briefing on the 'Modernising Midlands Airspace' change.

I would be grateful if you could review the minutes and provide any comments by **5pm on Thursday, 22 January 2026**. If no changes are received by that time, the minutes will be taken as accurate and agreed as written.

Kind Regards,
[redacted] – Modernising Midlands Airspace Project Team

From: Airspace Engagement <airspaceengagement@nats.co.uk>
Sent: 09 January 2026 11:34
To: [redacted]
Cc: [redacted]
Subject: Modernising Midlands Airspace - Stage 2 Engagement

Good Afternoon All,

We would like to thank you again for attending a briefing on the Modernising Midlands Airspace change on Wednesday (7/1/26).

As discussed, we have attached a copy of the engagement material shown as well as some draft meeting minutes for you to review and agree.
We kindly ask that you amend/agree the minutes by 5pm on Thursday 15th January 2026.

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We acknowledge your request for additional time to complete this form. Unfortunately, we are unable to extend the feedback window any further as information received will feed into multiple Stage 2 activities that need to take place before we submit documentation to the CAA in mid-February 2026.
We appreciate that this is a busy time for Birmingham and suggest that if feedback can't be collated and submitted via the form by the 15th January, the points Birmingham have raised in the attached meeting minutes are used as feedback. Namely, that more detail is required to assess the impact to your operation.
Please let us know if this alternative is workable.

We look forward to working with you as we progress to Stage 3 and continue to develop our change proposal.

Kind Regards,
[redacted] – Modernising Midlands Airspace Project Team

NATS

Copy of agreed meeting minutes after no response received

2026-01-07 NERL – Birmingham Stage 2 engagement re Modernising Midlands Airspace

1000-1100

Attendance

Birmingham

[redacted]	Birmingham Transition Manager (Representing future General Manager of Birmingham Airport)
[redacted]	Head of Airfield Operations
[redacted]	Manager ATC Services

NERL

[redacted]	ATC Implementation Lead
[redacted]	Airspace Change Specialist
[redacted]	ATCO

Agenda

1. Welcome and introductions
2. Engagement material run through
3. Summary, actions, and feedback
4. AOB

Link to CAA portal page for this ACP.

Notes

NERL welcomed the attendees and thanked them for joining today. Introductions were completed.

NERL presented the slide pack which had been sent previously. The reasons for the Airspace Change Proposal (ACP) were reviewed. The baseline and two conceptual design options, including the benefits and impacts, were discussed.

Birmingham raised that they feel they should have been involved at Stage 1 of the process to start to understand potential changes. NERL explained that Birmingham wasn't included earlier as NERL anticipate there will be minimal to no change to their operations as this is a high level en-route airspace change. All airports that could potentially see changes to their STARs have been added to the stakeholder list at Stage 2. NERL will work with Birmingham during Stage 3 as the design is developed.

Birmingham requested further information on potential benefits/impacts to Birmingham. NERL responded that increased predictability in the network leads to less complexity which can provide benefits to Birmingham traffic as it integrates with the network. This could lead to a

reduction in Short Term ATC Measures (STAM) but as we are currently looking at concepts, the potential extent of this is unknown.

Birmingham asked if the material presented is based on current East Midlands airport operations or what has been proposed in an East Midlands ACP. NERL stated that current day has been used in line with CAP1616 requirements. NERL is aware of the East Midlands' sponsored ACP which is proposed to implement at the same time as NERLs MTMA change. As this Modernising Midlands Airspace proposal is an enabler to MTMA, these proposals are aligned.

Birmingham highlighted that they are currently transitioning the ATM Service provider and require more time to provide feedback. Earliest feedback could be provided is mid to end of Feb 2026 as the transition is due to complete at the start of Feb 2026. Birmingham would also want to involve their airport consultative committee. NERL acknowledge that this is a busy time for Birmingham and want to engage and seek input from all relevant stakeholders. NERL's Stage 2 submission date is middle of Feb 2026 so will discuss internally about how to progress.

NERL showed Birmingham the simple feedback form for visibility of what to expect. Birmingham indicated that the form looks fine and there could be benefit for the enroute network but a potential negative impact to Birmingham until details of any potential route extensions are known.

Meeting closed with NERL giving thanks to attendees. NERL will advise on any update.

Summary of actions and feedback

NERL to send notes to all. NERL to provide suggestion on how Birmingham could provide feedback. Minutes agreed 22/01/2026. No AOB.

End of document.

Stage 2 Engagement Briefing and feedback acknowledgement MoD /NERL

Brief requested by MoD, brief held 07/01/2026

Briefing instigation emails

From: [redacted]
Sent: 17 December 2025 12:08
To: [redacted]
Subject: MOD Midlands consultation

Hi All,

I've had a call from DAATM regarding your Stage 2 consultation powerpoint sent to them, with a feedback date of 15 Jan.

They have questions/comments and have asked if it would be possible to get a quick TEAMS brief before they provide any feedback. As it is one of the more heavily utilised areas of the UK by Mil traffic they will most likely have some objections, so might be worth us having those conversations early so we can understand their main concerns and put our rationale for the change across early to get them on side.

If anyone is available, would we be able to get an hours slot in the diary one day w/c 5 Jan to give them a brief please? They have a Mil Airspace User Working Group the week after so want to present it then before they provide feedback to us, hence the early Jan date!

Kind regards,

[redacted]

NATS

[redacted]

Meeting minutes sent for agreement

Modernising Midlands Airspace - Stage 2 Engagement

Reply | Reply All | Forward

Fri 09/01/2026 12:19

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]
Cc [redacted]
Bcc [redacted]

NATS Internal

Midlands_Stage 2_Engagement.pdf 2 MB | St2 Eng Minutes NERL_MoD.docx 45 KB

Good Afternoon All,

We would like to thank you again for attending a briefing on the Modernising Midlands Airspace change on Wednesday (7/1/26).

As discussed, we have attached a copy of the engagement material shown as well as some draft meeting minutes for you to review and agree.
We kindly ask that you amend/agree the minutes by 5pm on Thursday 15th January 2026.

As mentioned in our briefing, we have set up a short Microsoft Form to collect feedback from all our stakeholders and this can be accessed here.
The deadline for providing feedback to us is 5pm on Thursday 15th January 2026.

We look forward to hearing from you.

Kind Regards,
[redacted] - Modernising Midlands Airspace Project Team

NATS

Meeting minutes agreed

RE: Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]

Reply | Reply All | Forward
Thu 15/01/2026 08:54

NATS Internal

Hi [redacted]

Thank you for the correction, we have amended the minutes to reflect this.

Kind Regards,
[redacted]

From: [redacted]
Sent: 09 January 2026 14:12
To: Airspace Engagement <airspaceengagement@nats.co.uk>
Subject: [EXTERNAL] RE: Modernising Midlands Airspace - Stage 2 Engagement

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

This message needs your attention

- This is their first email to you.

Mark Safe | Report

NATS Information Solutions

[redacted]

Content to endorse – I'm a [redacted] not a [redacted]

Kind regards,

[redacted]
[redacted] No. 22 Gp | NH1 Walnut 0C | MOD Abbey Wood | Bristol | BS34 8JH [redacted]

RE: Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]

Reply | Reply All | Forward
Thu 15/01/2026 08:53

NATS Internal

Good Morning [redacted]

Thank you for reviewing the minutes, we will make the amendment requested below and then set the minutes as agreed.

Kind Regards,
[redacted]

From: [redacted]
Sent: 14 January 2026 15:23
To: Airspace Engagement <airspaceengagement@nats.co.uk>
Subject: [EXTERNAL] RE: Modernising Midlands Airspace - Stage 2 Engagement

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Afternoon [redacted]

The only request I have for the minutes is that the penultimate point that currently reads;

Some MoD attendees showed support for the airspace change due to the national benefit and alignment with the airspace modernisation strategy.

Be reworded to;

Some MoD attendees showed support for the intent of the airspace change due to the national benefit and alignment with the airspace modernisation strategy but stressed that a more detailed picture of the exact extent to which the EAMTA and TRA03 would be amended is required before any formal support can be offered, as these changes have the potential to significantly impact military operations.

Kind regards,

[redacted]

[redacted] Defence Airspace and Air Traffic Management (DAATM) | Aviation House, Gatwick Airport South, West Sussex, RH6 0YR | [redacted]

Copy of agreed meeting minutes

2026-01-07 NERL – MoD Stage 2 engagement re Modernising Midlands Airspace

1300-1400

Attendance

MoD

[redacted]	USAFE Approach Controller
[redacted]	USAFE RAF Lakenheath
[redacted]	UK ATC Liaison
[redacted]	Air Mobility Force
[redacted]	22group Training Provision
[redacted]	78 Squadron
[redacted]	DAATM

NERL – Project Team

[redacted]	ATM Development & Operational ATCO
[redacted]	ATM Development ATCO
[redacted]	ATC Implementation Lead
[redacted]	Airspace Change Specialist

NERL - Other

[redacted]	NATS Military Interface Lead

Agenda

1. Welcome and introductions
2. Engagement material run through
3. Summary, actions, and feedback
4. AOB

Link to CAA portal page for this ACP.

Notes

NERL welcomed the attendees and thanked them for joining today. Introductions were completed.

NERL presented the slide pack which had been sent previously. The reasons for the ACP were reviewed. The baseline and two conceptual design options, including the benefits and impacts, were discussed.

MoD attendees asked when they could expect to receive more detail on how much airspace could be requested from the EAMTA and TRA003. NERL will have greater detail when the design is developed at Stage 3 and will discuss this at that Stage.

MoD asked if there has been feedback from Prestwick ATCOs. NERL stated that there is an ongoing piece of work to align procedures to military areas across the operation.

MoD asked what levels new CAS might be at and whether the Lichfield corridor could be affected. NERL responded that this level of detail will be discussed at Stage 3, however NERL anticipate minimal change to military corridors, which would continue to be across the whole of the Midlands airspace if any CAS is extended.

MoD asked if there could be a change to the base levels of DTY19, 23 and 24. NERL replied that this is not anticipated.

MoD stated for awareness that putting CAS beneath TRA003 would cause issues. NERL acknowledged this and don't intend to put CAS beneath the TRA.

MoD highlighted that there are two parachute sites within TRA003 that should be noted (Chatteris and Sibson). NERL acknowledged this and request this is included in the feedback form.

Some MoD attendees showed support for the intent of the airspace change due to the national benefit and alignment with the airspace modernisation strategy but stressed that a more detailed picture of the exact extent to which the EAMTA and TRA03 would be amended is required before any formal support can be offered, as these changes have the potential to significantly impact military operations.

Meeting closed with NERL giving thanks to attendees and reminding them to complete the feedback form. NERL will advise on any update.

Summary of actions and feedback

NERL to send notes to all. Minutes agreed 14/01/2026. No AOB.

End of document.

Check if Air Mobility Force had additional comments post 7/1/26 brief

From: Airspace Engagement <airspaceengagement@nats.co.uk>
Sent: 13 January 2026 15:40
To: [redacted]
Subject: Modernising Midlands Airspace - Stage 2 Engagement

Hello [redacted]

We have been having a look through some of the feedback we have received for the Modernising Midlands Airspace change through the Microsoft Form and noticed that you submitted feedback on behalf of the Air Mobility Force on 5th January.
As this was before the briefing NATS had with various MoD representatives (including yourself) on the 7th January, we wanted to check if there was any additional feedback you wanted to provide.
We also wanted to clarify whether you will be inputting into the DAATM collated MoD response or if your feedback will remain separate?

Thank you for your time and we look forward to hearing from you.

Kind Regards,
[redacted] - Modernising Midlands Airspace Project Team

NATS

[EXTERNAL] RE: Modernising Midlands Airspace - Stage 2 Engagement

M [redacted]
To Airspace Engagement

Reply | Reply All | Forward
Tue 13/01/2026 16:09

NATS Internal

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This message needs your attention

- This is their first email to you.

Mark Safe | Report

NATS Information Solutions

Hi [redacted]

The NATS briefing on 7 Jan answered our concerns and I have no further feedback to provide thank you.

I can clarify that going forwards we will be inputting into the DAATM for a collated MoD response. Our feedback will not be separate.

Kind regards,

[redacted]
[redacted]
RAF Brize Norton | Carterton | Oxon | OX18 3LX | [redacted]
Mob (personal): [redacted] | Mob (work): [redacted]



Acknowledge receipt of MoD feedback via form

Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]

Reply | Reply All | Forward
Wed 14/01/2026 15:41

NATS Internal

Good Afternoon [redacted]

I am emailing to let you know that we have received the feedback you submitted for the Modernising Midlands Airspace Stage 2 Engagement and will review the points you have made.

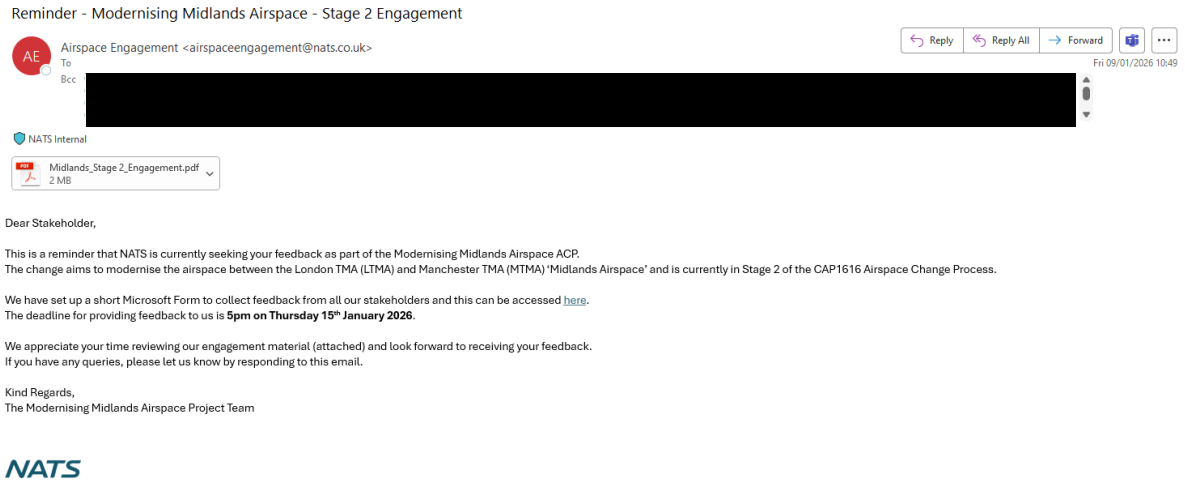
We look forward to engaging with you further as we develop the design in Stage 3.

Kind Regards,
[redacted] - Modernising Midlands Airspace Project Team

NATS

Stage 2 Engagement Reminder Email – Sent 09/01/2026

This reminder email was sent to all stakeholders who had not yet responded and had not attended a briefing on 07/01/2026. Two screenshots included to show all recipients.



Reminder - Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement <airspaceengagement@nats.co.uk>

To

Bcc [redacted]

Reply | Reply All | Forward

Fri 09/01/2026 10:49

NATS Internal

Midlands_Stage 2_Engagement.pdf 2 MB

Dear Stakeholder,

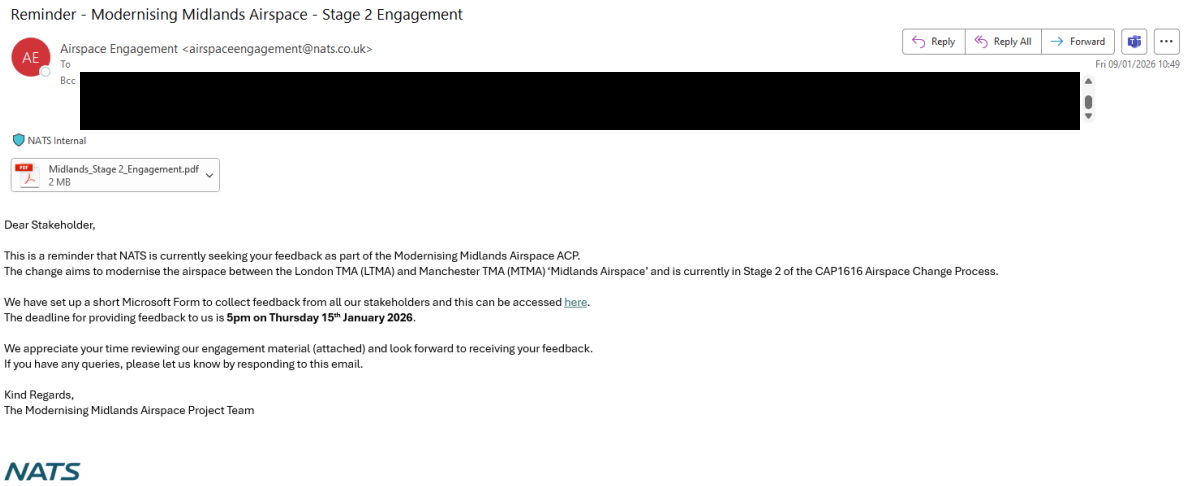
This is a reminder that NATS is currently seeking your feedback as part of the Modernising Midlands Airspace ACP.
The change aims to modernise the airspace between the London TMA (LTMA) and Manchester TMA (MTMA) 'Midlands Airspace' and is currently in Stage 2 of the CAP1616 Airspace Change Process.

We have set up a short Microsoft Form to collect feedback from all our stakeholders and this can be accessed here.
The deadline for providing feedback to us is **5pm on Thursday 15th January 2026**.

We appreciate your time reviewing our engagement material (attached) and look forward to receiving your feedback.
If you have any queries, please let us know by responding to this email.

Kind Regards,
The Modernising Midlands Airspace Project Team

NATS



Reminder - Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement <airspaceengagement@nats.co.uk>

To

Bcc [redacted]

Reply | Reply All | Forward

Fri 09/01/2026 10:49

NATS Internal

Midlands_Stage 2_Engagement.pdf 2 MB

Dear Stakeholder,

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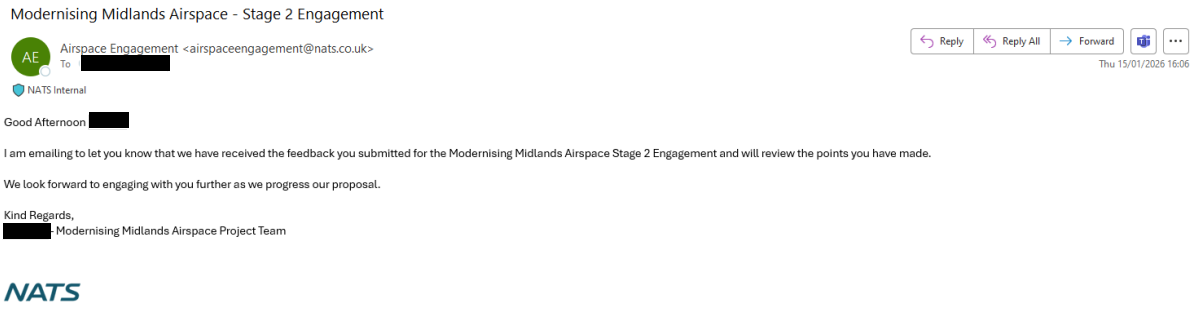
We appreciate your time reviewing our engagement material (attached) and look forward to receiving your feedback.
If you have any queries, please let us know by responding to this email.

Kind Regards,
The Modernising Midlands Airspace Project Team

NATS

Correspondence with Stakeholders not briefed on 07/1/26

Acknowledge receipt of Gatwick Airport Ltd feedback via form



Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]

Reply | Reply All | Forward
Thu 15/01/2026 16:06

NATS Internal

Good Afternoon [redacted]

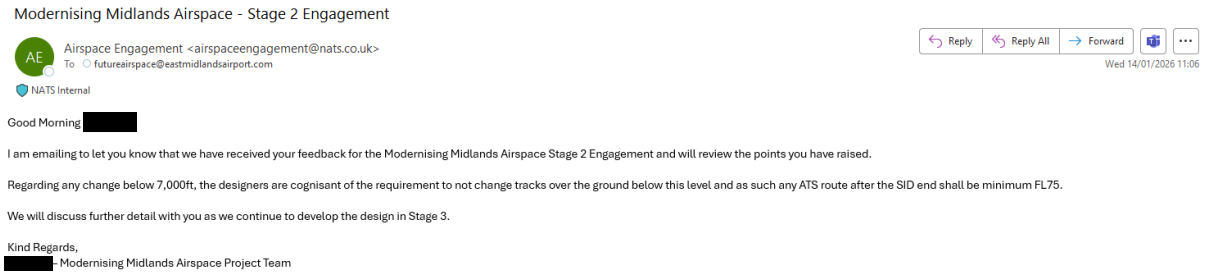
I am emailing to let you know that we have received the feedback you submitted for the Modernising Midlands Airspace Stage 2 Engagement and will review the points you have made.

We look forward to engaging with you further as we progress our proposal.

Kind Regards,
[redacted] - Modernising Midlands Airspace Project Team

NATS

Acknowledge receipt of MAG feedback via form and provide clarification



Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To futureairspace@eastmidlandsairport.com

Reply | Reply All | Forward
Wed 14/01/2026 11:06

NATS Internal

Good Morning [redacted]

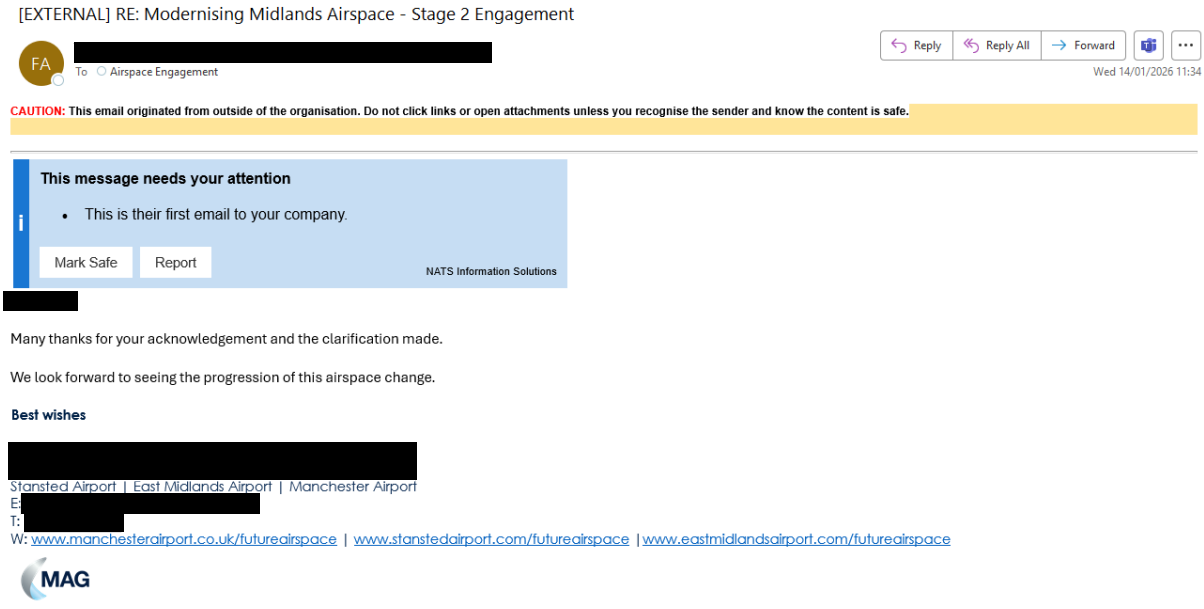
I am emailing to let you know that we have received your feedback for the Modernising Midlands Airspace Stage 2 Engagement and will review the points you have raised.

Regarding any change below 7,000ft, the designers are cognisant of the requirement to not change tracks over the ground below this level and as such any ATS route after the SID end shall be minimum FL75.

We will discuss further detail with you as we continue to develop the design in Stage 3.

Kind Regards,
[redacted] - Modernising Midlands Airspace Project Team

NATS
[redacted]
Airspace Change Compliance & Delivery
Transformation Strategy and Development (TSD)
D: WFH
E: [redacted]
[redacted]



[EXTERNAL] RE: Modernising Midlands Airspace - Stage 2 Engagement

FA [redacted]
To Airspace Engagement

Reply | Reply All | Forward
Wed 14/01/2026 11:34

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Mark Safe | Report
NATS Information Solutions

[redacted]

Many thanks for your acknowledgement and the clarification made.

We look forward to seeing the progression of this airspace change.

Best wishes

[redacted]
Stansted Airport | East Midlands Airport | Manchester Airport
E: [redacted]
T: [redacted]
W: www.manchesterairport.co.uk/futureairspace | www.stanstedairport.com/futureairspace | www.eastmidlandsairport.com/futureairspace

MAG

Response to MAG request for a copy of feedback form questions

RE: Stage 2 Engagement - Modernising Midlands Airspace

Reply | Reply All | Forward

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]
Fri 09/01/2026 10:08

NATS Internal

Kind Regards,
[redacted] - Modernising Midlands Airspace Project Team

From [redacted]
Sent: 09 January 2026 09:03
To: Airspace Engagement <airspaceengagement@nats.co.uk>
Subject: [EXTERNAL] FW: Stage 2 Engagement - Modernising Midlands Airspace

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi there

Could you please send me the questions that are included on the feedback form so that I can collate our response before submitting.

Thanks
[redacted]

[redacted]

London Stansted Airport | East Midlands Airport | Manchester Airport
E: [redacted]
T: [redacted]

MAG

RE: Stage 2 Engagement - Modernising Midlands Airspace

Reply | Reply All | Forward

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]
Fri 09/01/2026 10:08

NATS Internal

Hi [redacted]

Thank you for getting in touch, I have listed the questions below.
I have also included if the question is mandatory and if the answer is multiple choice or a free text box. Please let us know if you need any further information.

1. What is your full name? (Mandatory)

Your full name will not be published publicly, but will be presented as engagement evidence to the CAA. If you are responding as an individual, we will publish your initials within our document set which will be visible to the public. If you are representing an organisation, only your organisation name will be published and visible to the public.

Free Text Response

2. What is your email address? (Mandatory)

Your email address will not be published publicly, but will be presented as engagement evidence to the CAA. We are gathering this information in case we need to ask for further information on one / more of your responses and can keep contact details for our stakeholder list up to date.

Free Text Response

3. Are you responding on behalf of an organisation or as an individual? (Mandatory)

"On behalf of an organisation"
"As an Individual"

4. Which organisation are you representing? (Mandatory – only asked if "On behalf of an organisation" selected in response to question 3)

Your organisation name will be associated with your answers, published and visible to the public.

Free Text Response

5. Do you agree with the baseline presented? (Mandatory)

"Yes"
"No"
"Maybe"

RE: Stage 2 Engagement - Modernising Midlands Airspace

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]

Reply | Reply All | Forward
Fri 09/01/2026 10:08

NATS Internal

6. Please let us know what changes you think are required (Mandatory – only asked if "No" or "Maybe" selected in response to question 5)

Free Text Response

7. How would you rate the anticipated impact of "Option 1 – 10 parallel routes" on you/your organisation? (Mandatory)

"Clear Negative Impact"
"Potential Negative Impact"
"No Impact"
"Potential Positive Impact"
"Clear Positive Impact"

8. Please provide rationale for your answer above (Mandatory)

Free Text Response

9. How would you rate the anticipated impact of "Option 2 – 9 parallel routes" on you/your organisation? (Mandatory)

"Clear Negative Impact"
"Potential Negative Impact"
"No Impact"
"Potential Positive Impact"
"Clear Positive Impact"

10. Please provide rationale for your answer above (Mandatory)

Free Text Response

11. Do you agree with our assessment that Option 1 – 10 parallel routes is the preferred conceptual design option? (Mandatory)
Note that the selection of a preferred design option will be reviewed again later in Stage 2.

"Yes"
"No"
"Unsure"

RE: Stage 2 Engagement - Modernising Midlands Airspace

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]

Reply | Reply All | Forward
Fri 09/01/2026 10:08

NATS Internal

12. Please provide rationale for your answer above (Mandatory)

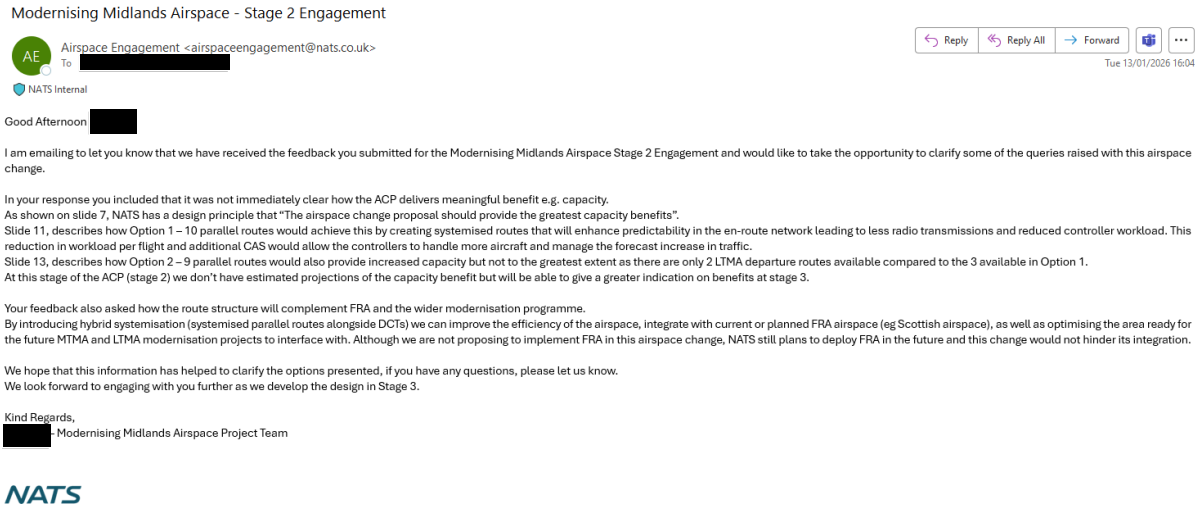
Free Text Response

13. Is there any other feedback or information you would like us to know? (Optional)
Let us know any other feedback on our design concepts for the Modernising Midlands Airspace change. This space can also be used to request removal from our stakeholder list and future activities for this ACP if desired.

Free Text Response

Kind Regards,
[redacted] – Modernising Midlands Airspace Project Team

Acknowledge receipt of easyJet feedback via form and provide clarification



Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]

Reply | Reply All | Forward
Tue 13/01/2026 16:04

NATS Internal

Good Afternoon [redacted]

I am emailing to let you know that we have received the feedback you submitted for the Modernising Midlands Airspace Stage 2 Engagement and would like to take the opportunity to clarify some of the queries raised with this airspace change.

In your response you included that it was not immediately clear how the ACP delivers meaningful benefit e.g. capacity.
As shown on slide 7, NATS has a design principle that "The airspace change proposal should provide the greatest capacity benefits".
Slide 11, describes how Option 1 – 10 parallel routes would achieve this by creating systemised routes that will enhance predictability in the en-route network leading to less radio transmissions and reduced controller workload. This reduction in workload per flight and additional CAS would allow the controllers to handle more aircraft and manage the forecast increase in traffic.
Slide 13, describes how Option 2 – 9 parallel routes would also provide increased capacity but not to the greatest extent as there are only 2 LTMA departure routes available compared to the 3 available in Option 1.
At this stage of the ACP (stage 2) we don't have estimated projections of the capacity benefit but will be able to give a greater indication on benefits at stage 3.

Your feedback also asked how the route structure will complement FRA and the wider modernisation programme.
By introducing hybrid systemisation (systemised parallel routes alongside DCTs) we can improve the efficiency of the airspace, integrate with current or planned FRA airspace (eg Scottish airspace), as well as optimising the area ready for the future MTMA and LTMA modernisation projects to interface with. Although we are not proposing to implement FRA in this airspace change, NATS still plans to deploy FRA in the future and this change would not hinder its integration.

We hope that this information has helped to clarify the options presented, if you have any questions, please let us know.
We look forward to engaging with you further as we develop the design in Stage 3.

Kind Regards,
[redacted] – Modernising Midlands Airspace Project Team

NATS

Acknowledge receipt of Skydive Langar feedback via form



Modernising Midlands Airspace - Stage 2 Engagement

AE Airspace Engagement <airspaceengagement@nats.co.uk>
To [redacted]

Reply | Reply All | Forward
Tue 13/01/2026 15:47

NATS Internal

Good Afternoon [redacted]

I am emailing to inform you that we have received the feedback you have submitted for the Modernising Midlands Airspace Stage 2 Engagement.
We have noted your feedback about your preferred base of CAS due to the operating altitude of your operation and will consider this as we continue to develop the design in Stage 3.

We look forward to engaging with you further as we progress our proposal.

Kind Regards,
[redacted] – Modernising Midlands Airspace Project Team

NATS

Start time	Completion time	What is your full name?	What is your email address?	Are you responding on behalf of an organisation or as an individual?	Which organisation are you representing?	Do you agree with the baseline presented?	Please let us know what changes you think are required	Option 1 - 10 parallel routes	Please provide rationale for your answer above	Option 2 - 9 parallel routes	Please provide rationale for your answer above 2	Do you agree with our assessment that Option 1 - 10 parallel routes is the preferred conceptual design option?	Please provide rationale for your answer above3	Is there any other feedback or information you would like us to know?
12/15/25 10:33:41	12/15/25 10:38:05	[redacted]	[redacted]	On behalf of an organisation	British Parachute Schools Ltd / t/a Skydive Lanear	Yes		Potential Neeative Impact	We operate with 3 turbine aircraft up to FL150 for commercial parachute dropping. It would be our preference for the base of CAS for routes 8,9,10 to be above FL160. If we are required to receive an ATS service within new CAS, on weekends this would be for 60-70 flights per day, and would add siamificantly to controller workload.	Potential Negative Impact	We operate with 3 turbine aircraft up to FL150 for commercial parachute dropping. It would be our preference for the base of CAS for route 9 to be above FL160. If we are required to receive an ATS service within new CAS, on weekends this would be for 60-70 flights per day, and would add significantly to controller workload.	Unsure	I do not have the expertise to know which of the two designs is preferable, but appreciate that there is a need to modernise the airspace and increase traffic flow. However, if the Langar DZ was within CAS, and our aircraft required an ATS service on each flight, it would add another 4000+ flights to the model. Which can easily be avoided if routes 8,9,10 in each scenario started from FL160 and above.	
1/5/26 14:14:35	1/5/26 14:21:42	[redacted]	[redacted]	On behalf of an organisation	Air Mobility Force	Yes		Potential Negative Impact	Having looked at the proposal, the main concern is the potential lowering and movement west of CAS ivo Brize Norton. This could impact on NVG steep approaches onto Brize Rwy 25. At the moment the CAS base is FL105, which is just about workable for continuous steep descents onto Rwy 25 but the presentation from NATS suggests a potential lowering to FL70. Whereas daytime training can be exported to other airfields, NVG training tends to remain at Brize because of the ability to turn off runway lights for approaches.	Potential Negative Impact	For same reason as question 8.	Yes	It is the lowering of the base of the CAS that would have more of an impact than the introduction of parallel routes.	
1/12/26 9:13:14	1/12/26 9:17:35	[redacted]	[redacted]	On behalf of an organisation	easyJet	Yes		Potential Neeative Impact	Based on the route structure, how does this complement FRA and the wider modernisation programme? It's not immediately clear how this ACP delivers a meaningful benefit. for example in terms of increased capacity.	Potential Negative Impact	Based on the route structure, how does this complement FRA and the wider modernisation programme? It's not immediately clear how this ACP delivers a meaningful benefit, for example in terms of increased capacity.	Unsure	I am not entirely sure we'll gain any real benefit from the proposed route structure.	
1/13/26 16:00:13	1/13/26 16:16:53	[redacted]	[redacted]	On behalf of an organisation	MAG -Manchester Airports Group operator of London Stansted, East Midlands and Manchester Airports. As such this MAG response covers our experience of operating airports across England	Yes		Potential Positive Impact	If waypoints on the new routes are different from today then vectoring/routeings issued by ATC at Prestwick/Swanwick could change tracks of aircraft departing Manchester Airport/East Midlands Airport below 7,000ft	Potential Positive Impact	If waypoints on the new routes are different from today then vectoring/routeings issued by ATC at Prestwick/Swanwick could change tracks of aircraft departing Manchester Airport/East Midlands Airport below 7,000ft	Yes	In terms of what you are trying to achieve in terms of complexity reduction/capacity maximisation this seems the better option as more tracks will be separated.	We have a series of other points not covered elsewhere in the questions: •There is an implication that there will be no changes to any of the STARs into East Midlands Airport from the north – is this definitely the case? Is it possible to change outbound routeings without it impacting the STARs? Also, on the northbound side, is there an intention to amend the STARs from the south? MAG appreciate the STARs belong to NERL but if the routes are changed it could impact fuel burn for aircraft inbound to East Midlands Airport. •In describing the flows that will be affected on the southbound side (west flow) there is reference to impacting Birmingham and East Midlands Airport departures. Given that ATC can turn East Midlands Airport TRENT departures, passing 5,000ft, any change in onward routeing beyond TRENT could change the track over the ground on from 5,000ft and so below 7,000ft. Similarly ACTIC can turn SAPCO departures passing 6,000ft and so change the track over the ground from 6,000ft and so below 7,000ft. Is it possible to clarify there will be no change below 7,000ft because of these changes and if there is who will engage/consult on these changes. •On slide 3 there is a comment that 'current airport departure procedures (SIDs) connect to the network. These are not within scope of the change however connectivity will be optimised'. Could this intention please be clarified, particularly considering the point above and the fact that ATC at Scottish can turn Manchester SANBA/LISTO departures passing 5,000ft. –Any 'optimised connectivity' could result in a change of track below 7,000ft. Is it possible to affirm that there will be no change below 7,000ft because of these changes and if there is who will engage/consult on these changes. •Slide 4 uses the term 'Midlands Airspace'. Use of this description needs to be carefully monitored to ensure it is not confused with 'East Midlands' and thereby have an adverse impact on MAG East Midlands Airport. The airspace concerned comprises the MTMA (Base to FL245), the Daventry CTA (Base to FL195), the Midlands CTA (FL195-FL245), the LTMA (Base to FL195) and the Southern CTA (FL195-FL245) although we accept the majority of the proposal affects the airspace over the 'Midlands area' albeit this is not a defined area. •On slide 7 there is a comment that 'the volume and classification of controlled airspace required for the provision of air traffic control services to IFR flights should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of other airspace users'. -There is an opportunity to amend the Class A airspace to Class C (as was done with Holyhead CTA (2019?). Some of the Daventry CTA is already Class C so there is opportunity to convert it all to Class C. This would have no impact on Air Traffic Control for Manchester or East Midland Airports. •On slide 8 there is comment that 'Connectivity will be optimised to current airport departure procedures (Standard Instrument Departures). SIDs are not within scope, there are no changes below 7,000ft'. and 'The proposed changes will require connectivity with other ATS routes and DCTs within the wider network, so the change is not limited to these primary routes / may extend beyond the indicated scope area'. This is welcomed but as per the comments above, NERL ATC can vector below 7,000ft and change is proposed to the flight planned routes, this could result in a change of track at/below 7,000ft. •It is assumed that, when the time comes, that NERL will make the necessary changes to the Stansted, Manchester and East Midlands Airport charts and update the respective sections of the AIP to match these changes.
1/14/26 12:26:00	1/14/26 12:39:16	[redacted]	[redacted]	On behalf of an organisation	British Gliding Association	Yes		Potential Neeative Impact	Whilst the Camphill Wave Box is shown in these proposals, the LoA for it also includes, as an integral part, the Crossing of L975, this latter not being shown. As the base of the Box is at FL85, the Class G to the East of Camphill up to FL85 enables climbs to enter the Box. NB - the supplied illustrations are too small a scale to see the situation clearly including when zoomed in. There is at this stage no clarity around the proposed base of the Daventry CTA to the east. If above FL100, we perceive no problem. The existing extension of the LTMA North & Eastwards with a base of FL75 caused problems in recent summers. Class C airspace is of course more flexible to users than class A and therefore would reduce the negative impact of option 1.	No Impact	As we understand option 2 does not change the controlled airspace, we perceive no impact.	Unsure	We understand why that's the case for the sponsor, but we don't believe (see comments) that would be the case for elidine.	An issue that keeps emerging surrounds the transition altitude. Catering for atmospheric pressure changes introduces the need for additional buffers around the transition, something that must have knock-on impacts on attempts to minimise controlled airspace (CAS). We're not sure the CAA is likely to fix it (by e.g. pushing it up out of the way to FL195) but there needs to be awareness that we pay for the uncertainty in extra CAS.
1/14/26 14:58:41	1/14/26 15:25:37	[redacted]	[redacted]	On behalf of an organisation	MOD (DAATM)	Yes		Clear Negative Impact	The requirement to reshape the EAMTA and TRA03 will remove airspace that is currently available to and heavily utilised by military aircraft. Whilst we appreciate the positive impact that the change will bring to route traffic, further discussions with more clear detail on the amount of airspace that will be removed (and the amount that will be given back at the northern edge of the MTA) are required, so that the ful extent of impact to MOD can be understood and mitigated.	Potential Negative Impact	Whilst the impact for this option is clearly lower than that specified for Option 1, even the smaller adjustment to the south-western corner of the EAMTA will still carry some impact and will need to be quantified through further discussion.	No	Fully accepting that Option 1 is the optimal design to provide the most benefit to route traffic, however until the exact extent to which the EAMTA and TRA03 would need to be adjusted can be ascertained, and further detail provided on how the impact to military operations will be reduced/mitigated, it cannot be supported from MOD as the preferred option.	The brief that was provided on 7th Jan 25 was very useful thankful, and I was glad to hear that military use of the radar corridors that cross the Midlands airspace (Lichfield, Daventry and Westcott) will be unaffected and that where required their lateral extent will be increased to ensure that the corridors still cross all the controlled airspace that will encountered whilst crossing through those well utilised routes. Additionally I was glad to hear there will be no reduction in the base level of the parts of the CTA on the Western edge of the airspace (DTY 19, 23, 24) and that there would be no additional CAS beneath TRA03 as this would bring about additional negative impact to MOD operations.
1/15/26 15:16:01	1/15/26 15:24:56	[redacted]	[redacted]	On behalf of an organisation	Gatwick Airport Limited	Yes		Potential Positive Impact	More direct routes available with balance between NW and SE routes eivine potential increased capacity.	No Impact	Disbalance between arriving and departing routes, which may result in conxestion.	Yes	As per previous comments.	Rather than blocks of five routes either direction, has consideration been given to smaller route sets, this could result in shorter tracks (CO2 savings) but may have coordination and conxestion imnlications...