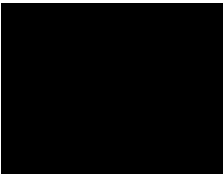
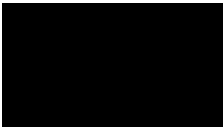


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**MINUTES OF Airspace Modernisation Mildenhall and Lakenheath
ACP-2025-052
ASSESSMENT MEETING HELD ONLINE ON 11 May 2026**

13 May 2026

All Present

Present	Appointment	Representing
	Airspace Change Account Manager	CAA
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (Environment)	CAA
	Airspace Regulator (Engagement & Consultation)	CAA
	Airspace Regulator (IFP)	CAA
	DAATM – Sponsor	MOD
	USAF ATM ACP Team	USAF
	USAF ATM ACP Team	USAF
	USAF ATM ACP Team	USAF

Apologies

Mike Howell	Principal ATS Inspector	CAA
Sameen Farouk	Airspace Regulator (Economist)	CAA

CAA Assessment Meeting (Airspace Trial) Opening Statement

CAA noted that the following updated SON, Agenda and Meeting presentation were received in advance of the Assessment Meeting and confirmed that the documents must be published by the sponsor, together with minutes of the meeting, on the Airspace Change Portal page. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA’s CAP 1616 Airspace Trial requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA’s process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>1. All attendees were introduced.</p>	
<p>Item 2 – Statement of Need (discussion and review)</p> <p>2. The MOD sponsor, supported by the USAF ATM ACP team described the SON and discussed that the intent for this AC was now to pursue as a trial. Whilst the ACP seeks to address specific issues, MOD intends that this ACP be part of the project to modernise airspace around military aerodromes in future, in line with the AMS</p>	

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<p>Item 3 – Issues or opportunities arising from proposed change</p> <ol style="list-style-type: none"> 1. Sponsor described the issues an opportunity detailed on the presentation, in summary to the MAC risk, complex operations of 2 military aerodromes in close proximity with the opportunity to improve safety and develop in line with AMS, EC conops and the CAA's progressive airspace design draft. 2. Sponsor continued with options to exploit opportunities and address issues and discussed internal engagement and consideration of controlled airspace structures prior to settling on a trial TMZ ACP. MOD continued that they would explore all opportunities for flexible use of airspace during the trial ensuring that the needs of the operators were met while minimising impact to other users. 	
<p>Item 4 – Current day/ concept</p> <ol style="list-style-type: none"> 1. Sponsor gave a presentation of current day activity within the potentially affected area, primarily on Military activity but also describing the interactions with traffic not visible on radar or in contact with ATC. Discussed Airprox events and engagement with civil operators in mitigation. 2. A concept of a design option was presented by the sponsor, who explained the intent was to design structures that contained the current traffic, particularly that which is in the early stages of departure or manoeuvring for approach. Diagrams were discussed and the concepts of FUA described that supported the deactivation of areas as they are not needed. 3. AR (Tech) asked if consideration was being given to the different needs of the types of aircraft operating and whether some adjustments could be made to areas where more manoeuvrable aircraft are operation vice the heavy aircraft. Sponsor described that in a formation more space can be required, though the individual aircraft are more manoeuvrable, but the comments will be considered in the development of the design option/s, in conjunction with the aircraft operators. 4. AR (Tech) noted that no level information was included on the concept drawing. The sponsor responded that the initial assessment was that a TMZ would need to be built to altitude 10000' to assure coverage. Implementation of a lower top level, or indeed higher base may not suit the need. However MOD/Sponsor will consider whether policy supports the 'deeming' of traffic being outside a TMZ is appropriate. 5. Sponsor gave a subjective summary of environmental/ noise impact of the trial 6. AR (Environment) discussed that for a trial, CAP1616g should be followed and specifically a noise assessment for changes to traffic below 7000' would be required and that the habitat screening questionnaire as found in CAP1616i would need to be completed. 7. AR (Engagement & Consultation) detailed that the sponsor may wish to send an Engagement Strategy in advance of the engagement period. The CAP1616g states that six weeks is a reasonable starting point for an engagement period, whilst CAP2989 states it should be for a minimum of four weeks, depending on the type of proposal. The sponsor would need to justify the length of engagement and provide a rationale. Noting the list of stakeholders presented sponsor will need to justify if they do not engage with stakeholders held on the NATMAC listing. Sponsor will need to demonstrate an effective 2-way conversation during engagement. 	

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<p>Item 5 – Process requirements</p> <ol style="list-style-type: none"> 1. ACP Account manager noted the change in this ACP from permanent to trial and confirmed that this ACP could proceed as a trial 	
<p>Item 5 – Provisional timescales*</p> <ol style="list-style-type: none"> 1. The aspiration for implementation of the trial will be October 2026. The following dates were presented for discussion, based on an Aeronautical Information Circular (AIC) Sup publication AIC/SUP cut off: 04 September 2026 AIC/SUP Finalised: 25 Sep 2026 Publication date: 15 October 2026 2. A discussion was had about the start date and that selection of a quieter airspace period may be suitable in order to support other operators. 3. AR (Tech) discussed the CAP 1616G para 8.18 process should extensions be required. <p>Action: Change Sponsor is to complete timeline submission form once sent by CAA</p> <p><i>* The timeline agreed may become subject to change by the CAA. As outlined in CAP 2541 it is not the CAA's intent to conduct a re-prioritisation of all ACPs currently in progress, but only to prioritise when we believe this is required. Such prioritisation will be conducted on a case-by-case basis and in accordance with the principles outlined in CAP 2541. Should it be considered necessary to reprioritise an ACP a member of the Airspace Regulation team will contact the sponsor directly.</i></p>	<p>Change Sponsor</p>
<p>Item 6 – Next steps</p> <ol style="list-style-type: none"> 1. The Change Sponsor expressed their thanks to the CAA for their time and guidance. 2. A draft copy of the minutes of this meeting should be sent to the CAA by 18 May 2026 for return of comment. A complete version will be agreed and presented to the CAA, whilst a redacted version will be placed on the portal. 3. Change Sponsor to submit timeline proforma to for CAA internal review and secure resources to review this ACP. <p>Action: Change Sponsor complete minutes of the meeting by 18 May 2026</p>	<p>Change Sponsor</p>
<p>Item 7 – Any other business</p> <ol style="list-style-type: none"> 1. Nil 	

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ACTIONS ARISING FROM [INSERT NAME OF CHANGE PROPOSAL] ASSESSMENT MEETING

Subject	Name	Action	Deadline
ACP Timeline	Sponsor	Change Sponsor is to complete timeline submission form once sent by CAA	
Minutes	Sponsor	Change Sponsor complete minutes of the meeting	18 May 2026

Ministry of Defence
ACP Sponsor