

Northern LTMA Region Airspace Change (OFJES, CLN CTA11/12, FL105+)



NATS

Gateway Documentation:
Stage 1 Define
Engagement Evidence
ACP-2025-023

Issue 1.0

1. Stage 1 Engagement Evidence

1.1. Introduction

- 1.1.1. This document must be read in conjunction with the main Stage 1 document.
- 1.1.2. The MoD and USAFE are the key stakeholders for this proposal. This document details the engagement between NATS, the MoD and USAFE. Elements of engagement appropriate for Stage 1 are detailed here.

1.2. Engagement timeline and summary

- 1.2.1. On 13th February 2025 NATS met MoD representatives from DAATM to show slides and discuss the feasibility of changing CAS bases in the region. Our early design concept included a CAS base of FL95.
- 1.2.2. On 7th March 2025 DAATM subsequently responded that they would not be able to support this concept, but invited further discussion.
- 1.2.3. On 8th May 2025 NATS met MoD and USAFE representatives with substantially the same set of slides, modified to include additional airspace occupancy evidence and an amended design concept with CAS base FL105 instead of FL95.
- 1.2.4. Those slides are presented in Section 2 below. We have not included the February slides as they would be mainly duplicates. The May slides include all the February slides and have more complete detail of the overall engagement.
- 1.2.5. Meeting minutes were produced, these are provided in Section 3 below.
- 1.2.6. Following the setting up of the formal ACP and its Level 2 allocation, we re-engaged MoD-USAFE via DAATM in order to use their May feedback to infer Design Principles. We emailed a proposed list of five DPs and explained why they were chosen.
- 1.2.7. DAATM responded, agreeing with the five proposed DPs, which are now set and are listed in the main Stage 1 document for this proposal. Those engagement emails are provided in Section 4 below.

1.3. Conclusion

- 1.3.1. The evidence in this document demonstrates appropriate engagement with our key stakeholders in order to determine the Design Principles for this ACP.
- 1.3.2. It also shows that we explained the current airspace arrangements, its recent history, reasons for the proposed change including two design concepts, overview of airspace usage, and initial data illustrating low occupancy of the proposed change region.

2. Engagement Material (8th May 2025)

2.1.1. Slide pack (redacted), presented to MoD and USAFE



Luton OFJES Arrivals Management



Agenda:

- History
- Luton arrival risk assessment
- Potential options
- Airspace users potentially affected
- Feedback

At this stage NERL is seeking **initial engagement and feedback** – no ACP has been initiated to progress any change

NATS [REDACTED]

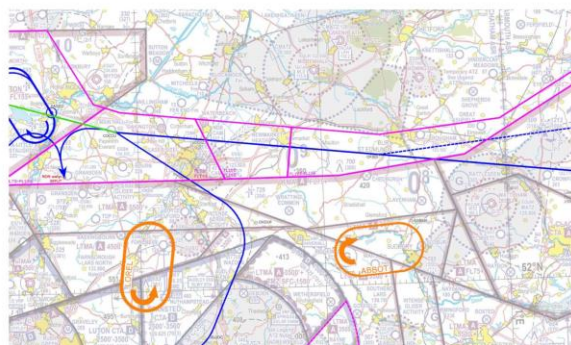
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Luton Arrivals – Previous Changes



Prior to SAIP AD6, traffic into Stansted and Luton Airports shared arrival routes to the ABBOT and LOREL holds

On 24 February 2022, SAIP AD6 delivered new airspace and STARs for Luton Traffic, which separated arrivals to Luton and Stansted, with the former routing via a new hold - ZAGZO



NATS [REDACTED]

Luton Arrivals – Previous Changes



Due to the effects of Covid-19, the usual Post Implementation Period was extended beyond the normal 12 month period, and ran from 24th February 2022 until 22nd September 2023.

During this period, various parameters of the airspace were monitored, including safety, and the PIR concluded that the change resulted in a demonstrable improvement following the implementation of the change.



NATS [REDACTED]

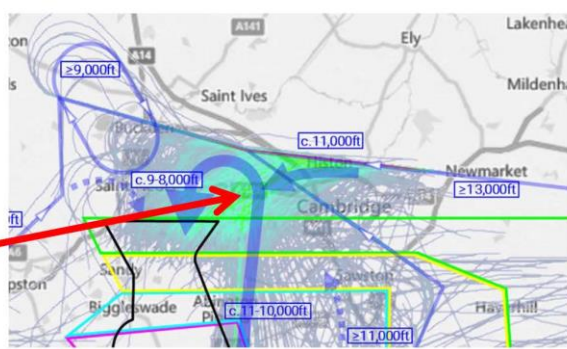
Luton Arrival Risk Assessment



Following the return of near pre-Covid traffic in Summer 2024, a Safety Survey was carried out in October. This reviewed safety events that had occurred in TC North throughout the year to determine sector complexities, identify safety issues and potential mitigations.

Following the survey, an in-service risk assessment of the ZAGZO hold and LOREL sector was carried out to assess traffic complexities in this area. This identified a preliminary Class C risk.

The risk relates to the challenges associated with integrating flows of traffic from the south and east, with limited scope to adjust the vertical profile prior to the point where the routes merge.



NATS [REDACTED]

Arrivals via OFJES



Presented at FL140 by OFJES, the current bases of CAS restrict the Controller to descend only 1,000ft until CLN CTA11, which restricts their ability to ensure traffic is established in separated vertical order, prior to the point where the flows merge.

When several inbounds from the east arrive shortly before traffic from the south, the Controller has to descend the easterly flow in order to ensure traffic is presented into the ZAGZO Hold in level order, to avoid unnecessary delay.



NATS [REDACTED]

Potential Options

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In order to mitigate the challenges managing the vertical profile, NERL is seeking feedback on potential Airspace base changes in the vicinity of OFJES

Lowering of the base of existing Clacton CTA 11

Easterly extension of Clacton CTA 11 to OFJES
FL105 – FL125



NATS [REDACTED]

Initial DAATM feedback (07 March 2025)

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"I have canvassed response and on this occasion MOD Stakeholders would not be in a position to support the amendments as discussed and would look to engage further on the airspace change proposal and explore all practicable mitigations first.

Following engagement from USAFE-UK it has been confirmed that a serious [sic] of **new procedures have been designed around the existing changes to CTA 11 which have been developed to deconflict with the amended airspace structure.**

Although the analytics show the airspace has not been significantly utilised in the observation period, this period coincided with the development of several of these procedures.

The Units have indicated they would be open to consideration for different options such as temporary airspace during weekend periods when the airfield is not intending to utilise the airspace or an alternative airspace design.

I am aware this is not the response you were hoping for and am happy to discuss further at a time that is convenient and go into further details as required."

DAATM Sqn Ldr [REDACTED]

NATS [REDACTED]

Initial Occupancy Assessment – Easterly Extension

NATS

Easterly extension of Clacton CTA 11 to OFJES between FL105 – FL125

In order to inform discussions, an initial assessment has been completed on **observed** trajectories during 2024 that would have penetrated the expanded volume FL105 – FL125



NATS [REDACTED]

Initial Occupancy Assessment – Easterly Extension



Raw trajectory data:

Callsign	Day of occupancy	No. radar returns within occupancy area	FL min/max within area [-----]		A/c type and dep/arr airfield if known		
JAKE17	16/04/2024 00:00:00	12	105	112	R135	EGUN	EGUN
GWNGM	18/04/2024 00:00:00	9	106	116	PC12	EGPT	EGZZ
GMDSZ	20/04/2024 00:00:00	7	106	113	PC12	EGNE	EGKB
CTM1727	22/04/2024 00:00:00	14	105	118	E121	LFOA	EGXW
EXS19WU	05/06/2024 00:00:00	22	110	110	B738	LYTV	EGSS
RYS5886	05/06/2024 00:00:00	9	106	124	B738	LEAL	EGSH
RYS5886	05/10/2024 00:00:00	11	112	124	B738	LEAL	EGSH
RYS72HT	13/05/2024 00:00:00	9	114	124	B738	LPFR	EGSH
FAF7410	30/05/2024 00:00:00	6	110	124	RFAL	LFSI	EGUN
0417	30/05/2024 00:00:00	1	107	107			
GJADN	06/05/2024 00:00:00	12	105	112	PC12	EHAM	EGZZ
RYS5886	21/06/2024 00:00:00	2	105	107	B738	LEAL	EGSH
TOM7NV	22/06/2024 00:00:00	3	105	107	B738	LEIB	EGSH
PHZHZ	23/06/2024 00:00:00	19	120	120	BE20	EGNE	EGNE

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2024 Occupancy Assessment – Easterly Extension CTA11



Processed trajectory data:

EGUN	EGUN	EGUN leaver to land
EGPT	EGZZ	Joiner from Class G
EGNE	EGKB	Joiner from Class G
LFOA	EGXW	CAS leaver
LYTV	EGSS	Weather avoidance
LEAL	EGSH	Norwich leaver
LEAL	EGSH	Norwich leaver
LPFR	EGSH	Norwich leaver
LFSI	EGUN	CAS leaver
		Class G traffic

Summary:

Norwich leavers	27
Other leavers	7
Joiner	5
Mildenhall / Lakenheath Traffic (additional co-ordination req'd)	4
Other	13

*Initial data review of 2024 trajectories

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Initial 2025 data – Easterly extension CTA11 FL105



Processed trajectory data from 1 Jan-30 April 2025

Callsign	ACType	Origin	Destination	RFL	First Track Update
SUS34	J328	EGSC	EKBI	350	15/01/2025 08:58
TOM4CH	B738	GCTS	EGSH	340	06/02/2025 12:32
SUS37	J328	ESGG	EGSC	340	07/02/2025 15:28
RYS5886	B738	LEAL	EGSH	380	10/02/2025 08:48
GFbps	C208	ZZZZ	LSZR	100	04/03/2025 12:24
OEUDY	DA50	LFOQ	EGPC	100	06/03/2025 12:03
RYS5886	B738	LEAL	EGSH	380	08/03/2025 07:42
N200RE	BE9L	EGNE	LFAT	90	14/03/2025 11:06
N200RE	BE9L	LFAT	EGNE	80	14/03/2025 13:54
RYS5886	B738	LEAL	EGSH	380	15/03/2025 07:52
RYS5886	B738	LEAL	EGSH	380	22/03/2025 07:53
WUK3PP	A21N	LATI	EGGW	360	28/03/2025 12:59
AEA006	B738	LEPA	EGSH	400	31/03/2025 09:50
LOG834P	E145	EGSS	EGSH	130	04/04/2025 16:28
WUK73S	A21N	LYBE	EGGW	360	16/04/2025 11:56
PTN31F	PC24	EGSS	EGSH	110	22/04/2025 16:28

Summary:

Norwich leavers	8
Other leavers	6
Luton excursions	2
Mildenhall / Lakenheath Traffic (additional co-ordination req'd)	0
Other	0

*Initial data review of 2025 trajectories

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Initial Occupancy Assessment – Easterly Extension

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Observed tracks:



JAKE17



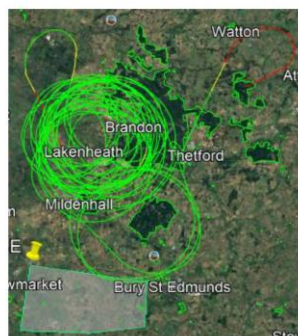
0417

NATS

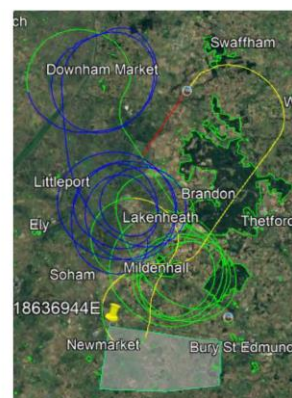
Initial Occupancy Assessment – Easterly Extension

NATS

Observed tracks:



0417



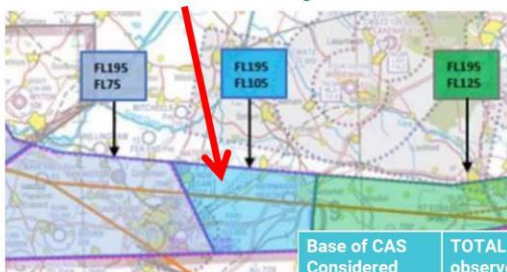
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Initial Occupancy Assessment – CTA11 Base Change

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Further trajectory assessments considered the number of SSR equipped* trajectories could have been affected with a lowered base of **the existing** CLN CTA11 from FL105 to various levels:



Base of CAS Considered	TOTAL no. trajectories observed in extended volume	Likely additional military tracks in 1,000ft segment	Possible additional military tracks in 1,000ft segment
FL95	41	8	6
FL85	75	11	9
FL75	315	Not Assessed	Not Assessed

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Proposal seeking feedback



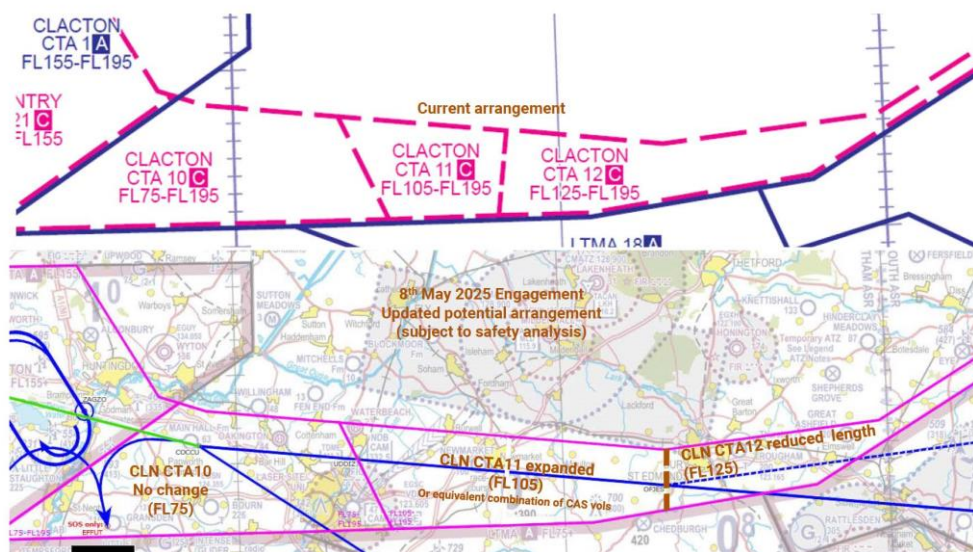
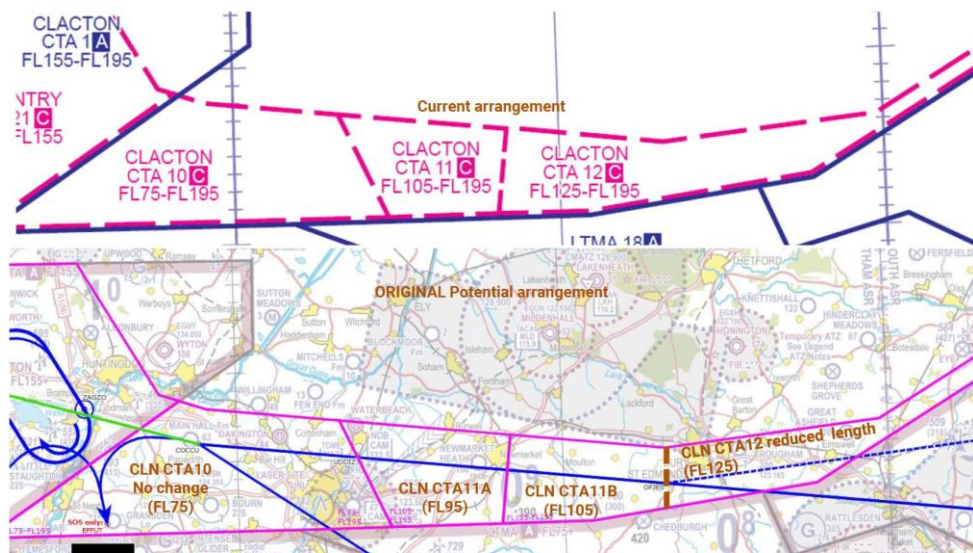
In order to mitigate the preliminary risk identified within the ZAGZO STAR, NERL is seeking to progress the following two changes to CAS volumes and request informal feedback on the potential Military impact of a proposal to:

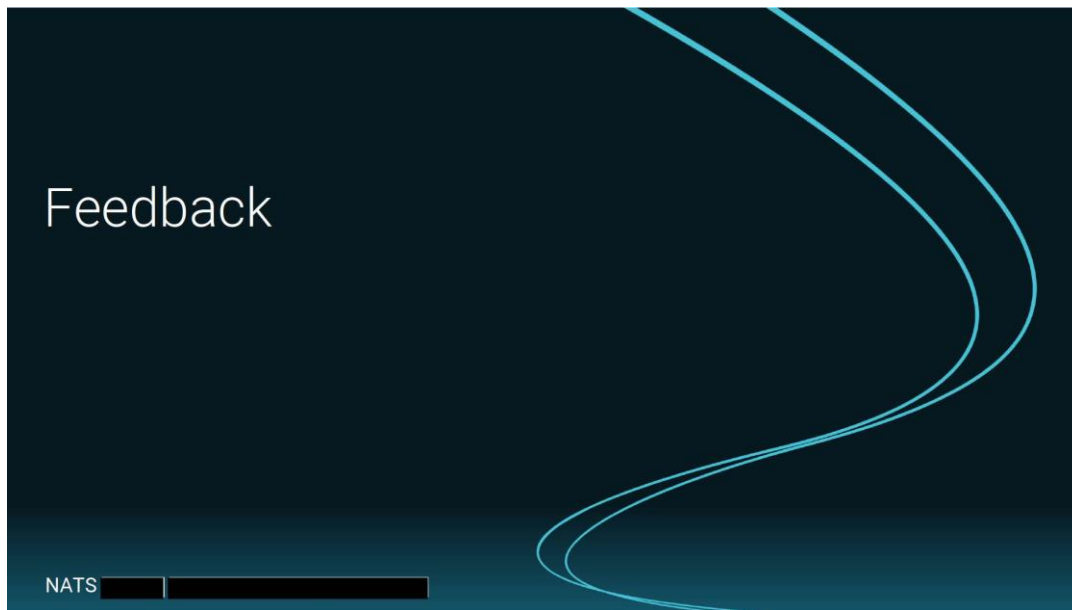
- Extend the existing FL105 base of Clacton CTA11 east to OFJES – circa 9nm



- Lowering the **existing** lateral boundary of Clacton CTA11 by 1,000ft to FL95

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End of slide pack presented to MoD-USAFE on 8th May 2025

3. Meeting minutes (8th May 2025)

Names and potentially sensitive information redacted.

2025-05-08 NERL-USAFE-MoD meeting re OFJES CAS area

1430-1515

Attendance

USAFE

USAFE RAPCON DSATCO
US-UK Airspace Liaison

MoD

DAATM
DAATM

NERL

Operations Implementation Manager
Airspace Change Expert

Agenda

1. Welcome and introductions
2. AD6 very brief history/context/current status
3. Introducing the issue
4. Technical discussion inc. USAFE ATC to illustrate/summarise the new procedures
5. Summary and Actions
6. AOB

Notes

presented the slide pack. Slides 2-11 and 13-16 were previously presented to however the entire pack was presented to provide with full context. Additional slide 12 provided updated info on observed squawks within a potential FL105-125 easterly extension of CTA11 to OFJES for Jan-Apr 2025, updating the equivalent Slide 11.

provided information on local flight procedures, these are consistent with discussions for the previous airspace change in the region for Luton Arrivals, known as SAIP AD6 ([link](#) to CAA portal).

The implementation of AD6 led RAPCON to modify their F35 practice flameout (PFO) from the preferred 10nm/10,000ft QNH to 9nm/9,000ft QNH, this is beneath the current CLN CTA11 (Class C base FL105). Other procedures include KC135 tactical descents (also typically 10nm/10,000ft QNH), and parachuting. These are mixed visual ops and tactical vectors from RAPCON.

discussed the RAPCON operation and CAS options. The consensus was that dropping the base of CTA11 to FL95, as originally-considered, would likely cause significant adverse impacts on RAPCON, especially under easterly PFO exercises. Expanding the FL105 base of CTA11 eastwards, with a corresponding reduction in CLN CTA12, may cause impacts of a less significant nature, in effect reducing RAPCON's "headroom" when operating above high-flying General Aviation such as gliders, but with less impact on PFO and other ops.

A further brief discussion took place re vertical vs lateral and weekend-limited options, confirmed these would not provide effective mitigation against the identified risk due to the density/timing of Luton arrivals. Some discussion considered the use of different classifications of airspace such as Class E which, while technically CAS, has no entry condition if operating VFR. For Class E, RAPCON's status could be "Enhanced ATSU" (likewise if Class D). We noted that FL100+ is TMZ therefore no specific TMZ would be required for a CAS base FL105.

Further discussion re: RAPCON operating as an autonomous unit in Class C may be possible, but may require more infrastructure connectivity/automation to mitigate additional controller/assistant workload. Not ruled out, but would need to be scoped.

Meeting closed with NERL giving thanks to USAFE and DAATM attendees for the open engagement, and NERL will advise on any update.

Actions

to send notes and presentation to all, discharged upon receipt.
End of document

4. Design principle engagement

4.1.1. 29th July 2025 Outgoing email – NATS' proposed DPs:

From: [REDACTED]
Sent: 29 July 2025 13:54
To: [REDACTED]
Cc: [REDACTED]
Subject: OFJES ACP - Stage 1 Design Principle Engagement with MoD DAATM inc USAFE
Importance: High

Dear [REDACTED]

Further to this ACP, we have been allocated scaled Level 2, therefore I would like to engage MoD and USAFE on Design Principles.

You'll recall the early engagement meeting minutes in May, one paragraph of which was:

The consensus was that dropping the base of CTA11 to FL95, as originally-considered, would likely cause significant adverse impacts on RAPCON, especially under easterly PFO exercises. Expanding the FL105 base of CTA11 eastwards, with a corresponding reduction in CLN CTA12, may cause impacts of a less significant nature, in effect reducing RAPCON's "headroom" when operating above high-flying General Aviation such as gliders, but with less impact on PFO and other ops

From this, we infer that, in principle, significant adverse impacts on USAFE/MoD operations were not desirable, likewise for the associated (but lesser) impacts on higher flying GA.

There are three mandatory design principles for all ACPs, and we intend to add two more discretionary design principles for this ACP based on our engagement, all of which are from CAP1616F para 2.42 on p20-21.

We therefore ask the MoD, as our key stakeholder and covering the opinion of USAFE, for your feedback on our proposed DPs for this ACP:

1. MDP Safety - The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
2. 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.
3. 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.
4. DDP Technical (Ministry of Defence requirements) - The airspace change proposal should be compatible with the requirements of the Ministry of Defence.
5. 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.

Thank you in advance for your response.

Best wishes

NATS

Airspace Change Expert
Airspace Change Compliance & Delivery
NATS Operations Transformation



4.1.2. 30th July 2025 DAATM response email:

[EXTERNAL] RE: OFJES ACP - Stage 1 Design Principle Engagement with MoD DAATM inc USAF

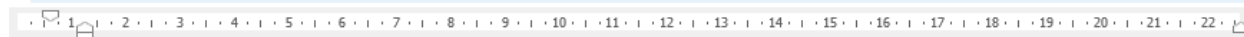


NATS Internal

Follow up. Start by 30 July 2025. Due by 30 July 2025.

You replied to this message on 30/07/2025 14:08.

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.



Thank you for contacting me to reconfirm, through the previous engagement between Nats, DAATM and wider MOD stakeholders I can that MOD view the below DPs as acceptable.

Kind regards,



SO2 Airspace Operations | Defence Airspace and Air Traffic Management (DAATM) | Aviation
House, Gatwick Airport South, West Sussex, RH6 0YR

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