

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



**NATS**

Gateway Documentation:  
Stage 2 Develop and Assess  
Engagement Evidence  
ACP-2025-023

Issue 1.0

# 1. Stage 2 Engagement Evidence

## 1.1. Introduction

- 1.1.1. This document must be read in conjunction with the main Stage 2 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 2 are detailed here.

## 1.2. Engagement timeline and summary

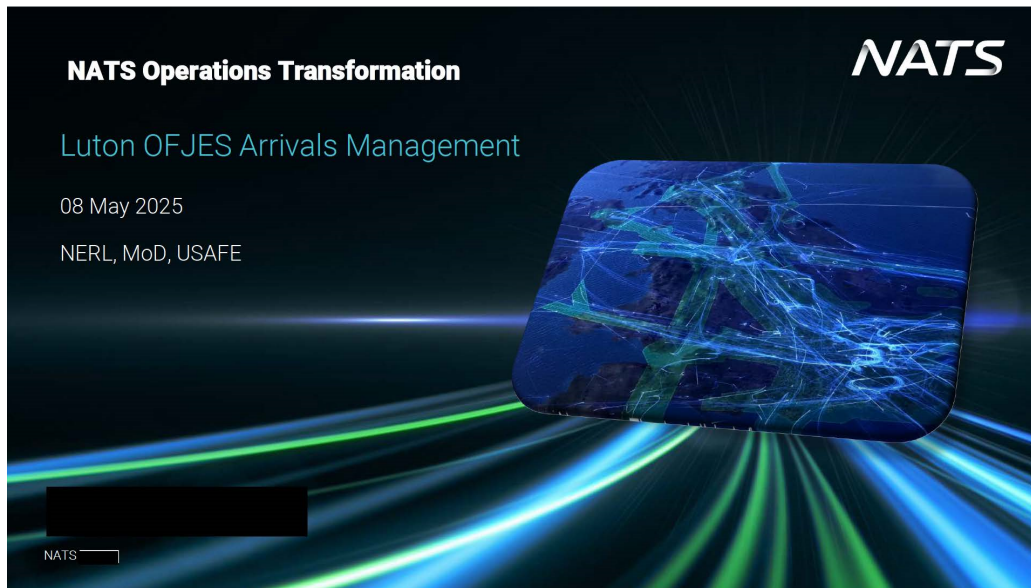
- 1.2.1. On 13<sup>th</sup> February 2025 NATS met MoD representatives from DAATM to show slides and discuss the feasibility of changing CAS bases in the region. Our early design concept included a CAS base of FL95.
- 1.2.2. On 7<sup>th</sup> March 2025 DAATM subsequently responded that they would not be able to support this concept, but invited further discussion.
- 1.2.3. On 8<sup>th</sup> 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 check and confirm their opinions on the airspace design concepts, and to inform the Design Principle Evaluation (DPE).
- 1.2.7. DAATM responded, confirming their feedback and reasons. Those engagement emails are provided in Section 4 from p.11.

## 1.3. Conclusion

- 1.3.1. The evidence in this document demonstrates appropriate engagement with our key stakeholders – the same as those in Stage 1 – in order to determine their feedback on design concepts 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 (8<sup>th</sup> 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

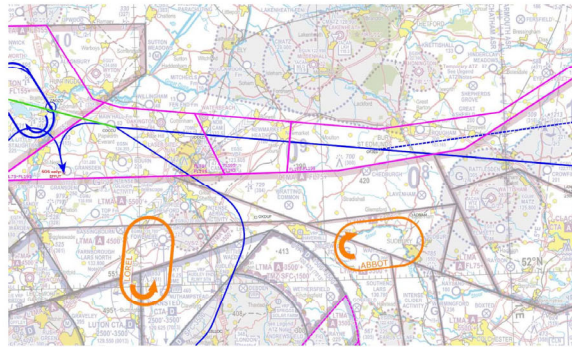
At this stage NERL is seeking **initial engagement and feedback** – no ACP has been initiated to progress any change

## 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



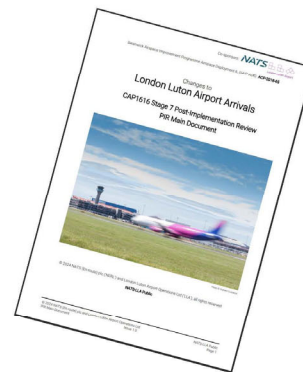
NATS [REDACTED]

## 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 24<sup>th</sup> February 2022 until 22<sup>nd</sup> 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]

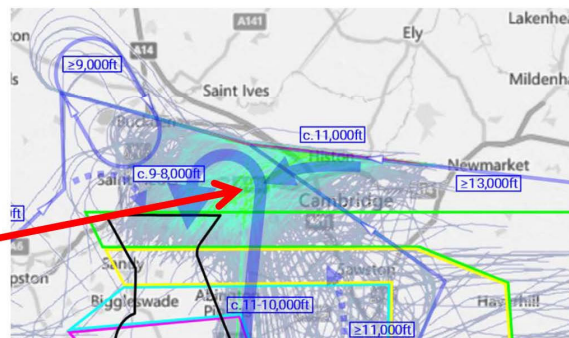
## Luton Arrival Risk Assessment



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]

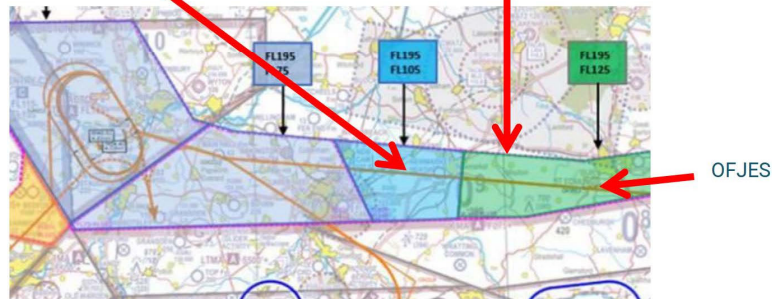


## Arrivals via OFJES

**NATS**

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]

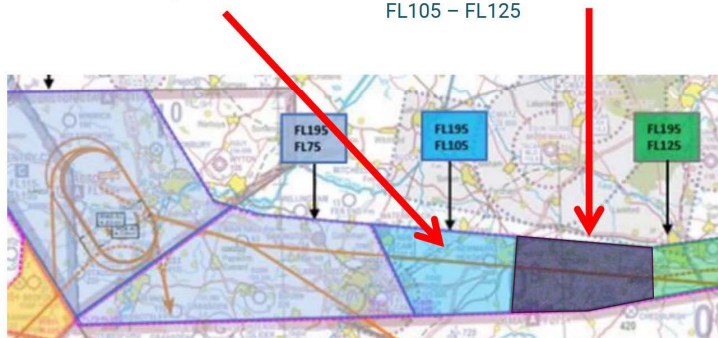
## Potential Options

**NATS**

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)

**NATS**

*"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]

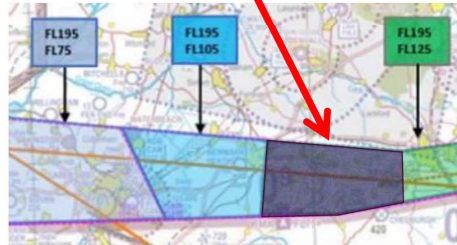
NATS [REDACTED]

## 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

**NATS**

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

NATS [REDACTED]

## 2024 Occupancy Assessment – Easterly Extension CTA11

**NATS**

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

NATS [REDACTED]

## 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
RYR5886	B738	LEAL	EGSH	380	10/02/2025 08:48
GFBP5	C208	ZZZZ	LSZR	100	04/03/2025 12:24
OEUDY	DA50	LFQQ	EGPC	100	06/03/2025 12:03
RYR5886	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
RYR5886	B738	LEAL	EGSH	380	15/03/2025 07:52
RYR5886	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
WUK735	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

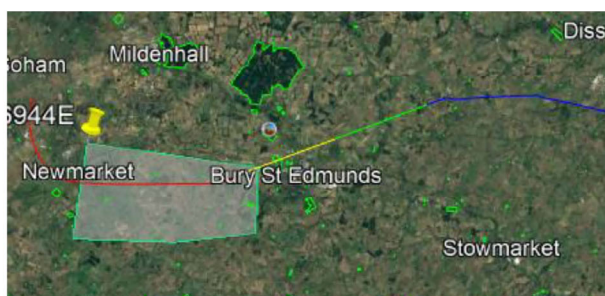
\*Initial data review of 2025 trajectories

NATS

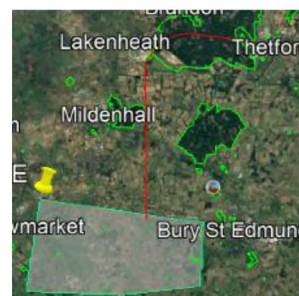
## Initial Occupancy Assessment – Easterly Extension



Observed tracks:



JAKE17



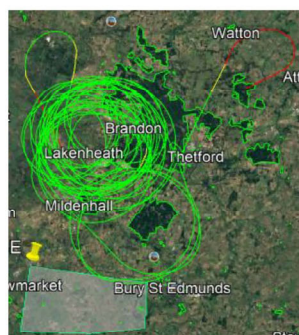
0417

NATS

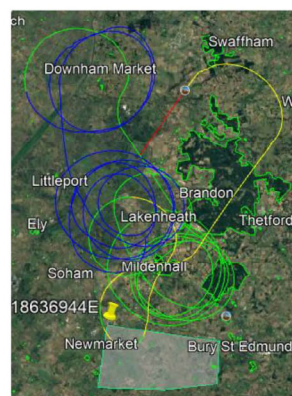
## Initial Occupancy Assessment – Easterly Extension



Observed tracks:



0417



0404

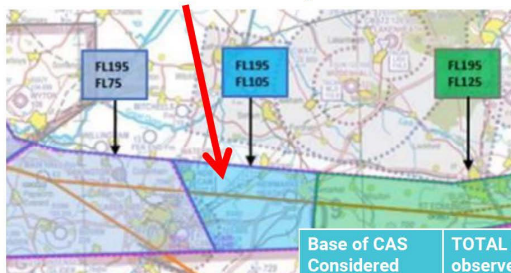
NATS



## Initial Occupancy Assessment – CTA11 Base Change

**NATS**

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

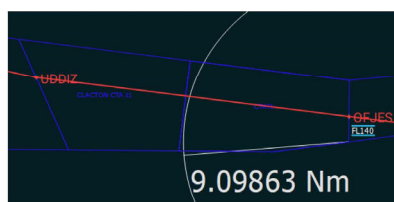
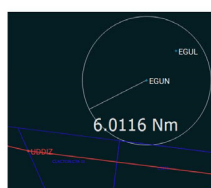
NATS [REDACTED]

## Proposal seeking feedback

**NATS**

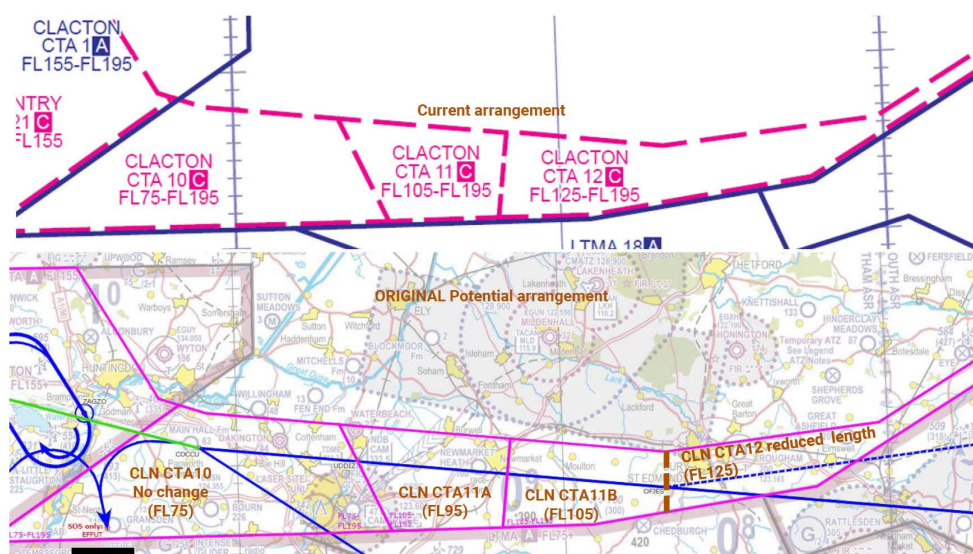
In order to mitigate the preliminary risk identified within the ZAGZO STAR, NERL is seeking to progress the following two changes to CAS volumes and request informal feedback on the potential Military impact of a proposal to:

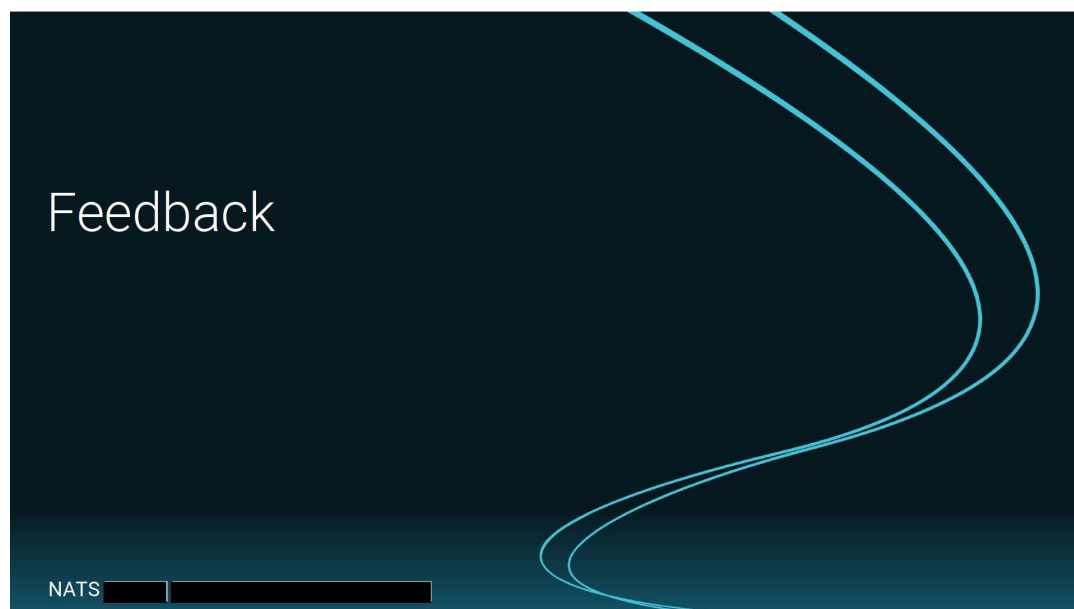
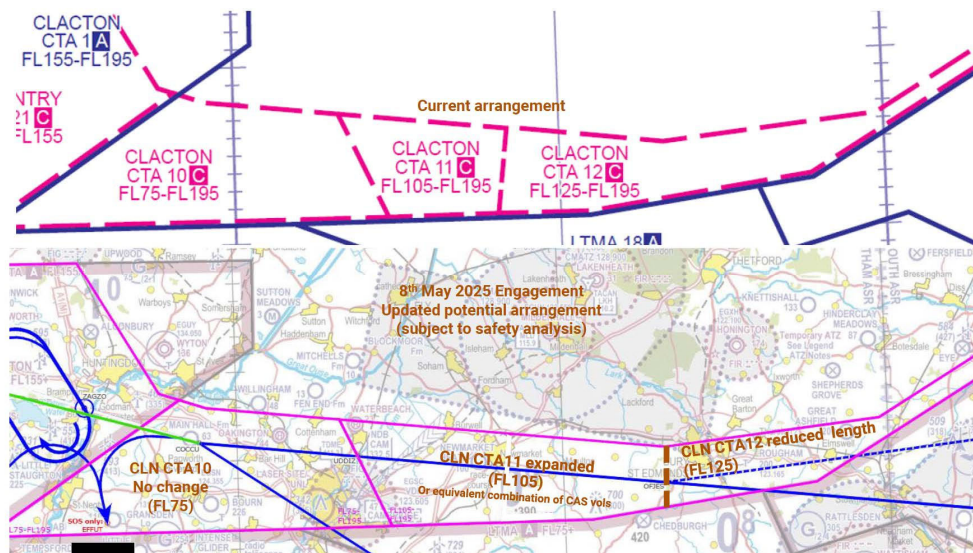
- Extend the existing FL105 base of Clacton CTA11 east to OFJES – circa 9nm



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

NATS [REDACTED]





End of slide pack presented to MoD-USAFE on 8<sup>th</sup> May 2025



### 3. Meeting minutes (8<sup>th</sup> 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 paratropping. 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 concept engagement

### 4.1.1. 30<sup>th</sup> July 2025 Outgoing email – NATS' request for confirmation of understanding:

OFJES ACP - Stage 2 Design Development Engagement with MoD DAATM inc USAFE

To [REDACTED]  
Cc [REDACTED]

NATS Internal

Wed 30/07/2025

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22

Dear [REDACTED]

Further to this ACP, for Stage 2 we would like to confirm our understanding of your feedback from our engagement in May.

One paragraph of the minutes from that meeting 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 understand that our FL95 CAS base design option is not acceptable to MoD/USAFE due to the significant adverse impacts it would have on USAFE Practice Flame-Out (PFO) exercises when RAPCON is using the easterly Lakenheath runway.

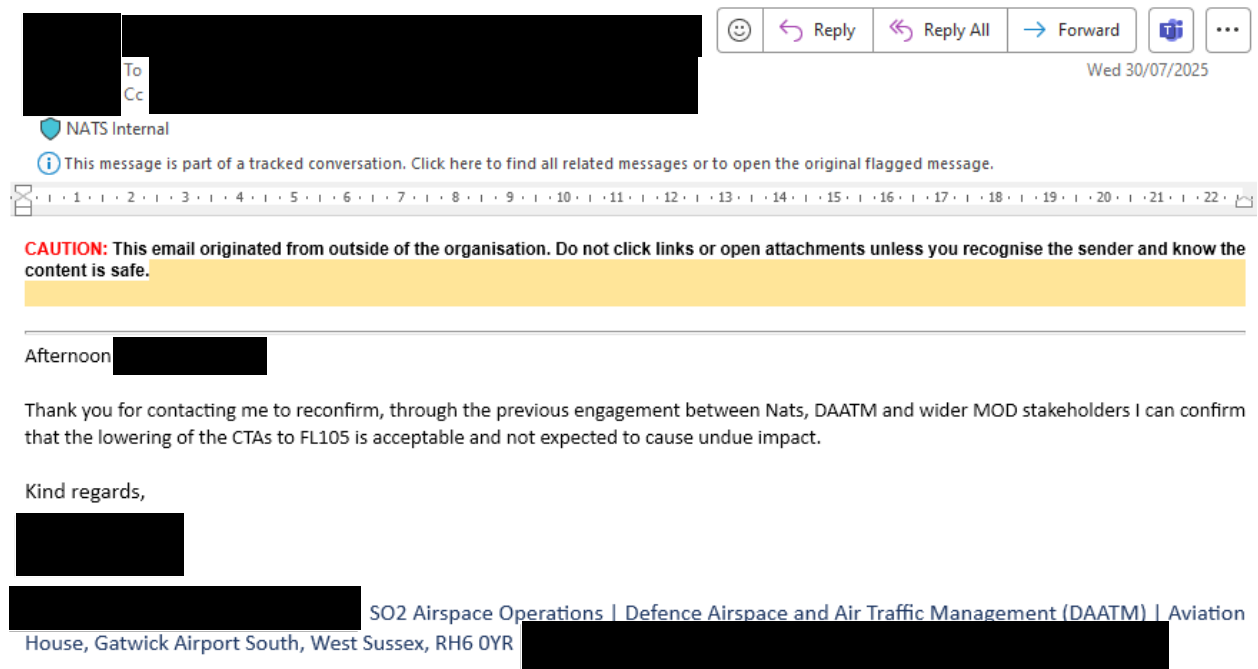
We also understand that the alternate design we showed, CAS base FL105, would be far less impactful, and would in principle be acceptable to the MoD/USAFE for further development.

Thank you in advance for your response.

Best wishes  
[REDACTED]

**NATS**  
[REDACTED]

Airspace Change Expert  
Airspace Change Compliance & Delivery  
NATS Operations Transformation  
[REDACTED]

4.1.2. 30<sup>th</sup> July 2025 DAATM response email:

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