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Airspace modernisation, RAF Mildenhall and
RAF Lakenheath terminal airspace
ACP-2025-025

Airspace Change Proposal
Assessment Meeting

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ACP Stage 1 DEFINE - Assessment Meeting

- Introduction/Apologies for Absence CAA
- Statement of Need (discussion & review) All
- Issues or opportunities arising from proposed change Sponsor
- Options to exploit opportunities or address issues identified Sponsor
- Provisional indication of the level and process requirements CAA
- Provisional process timescales All
- Next Steps All
- AOB All

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1. Introduction/Apologies for Absence

CAA

MOD

USAF



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2. Statement of Need

RAF Mildenhall and Lakenheath are very busy military aerodromes in Class G airspace, with a published CMATZ. In year October 2024-Oct 2025 Lakenheath RADAR ATSU provided Services to 23148 speaking units. (A speaking unit could include 4-6 aircraft in formation -this number excludes the movements counted by the 2 towers in the VFR circuits). This is a mixture of primarily IFR traffic with a mixture of VFR operations of diverse types to include Heavy cargo aircraft, fast jet and Rotary wing. Due to the airspace construct being class G, as civil aircraft do not have to observe MATZ, the operators at both bases experience a high number of interactions with light civil aircraft, particularly those that are not utilising a transponder. There have been a significant number of recorded AIRPROX incidents reported including 2 this year (2025) where light GA aircraft/s passed within 50ft vertically of heavy cargo aircraft flying IFR in the vicinity of the CMATZ. In both cases these aircraft were carrying transponders and radios but neither used them. Interactions are often on or near to the final legs of an instrument approach during critical phases of flight for the military crews.

Operators are seeking a change to provide either a known air environment or a recognised air environment where the crews or ATC may be afforded situational awareness of all traffic and make decisions to effectively avoid traffic.



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3. Issues or opportunities arising from Proposed Change

Issues:

- Timeline/ Resource
- Current airspace demonstrates conflicts between civil and military operations
- Two complex airports close together.

Opportunities:

- Build a safer operating environment, particularly to instrument traffic in the terminal area.
- Concept of future military terminal airspace
- EC CONOPS - CAP 3140



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4. Options to exploit opportunities or address issues identified

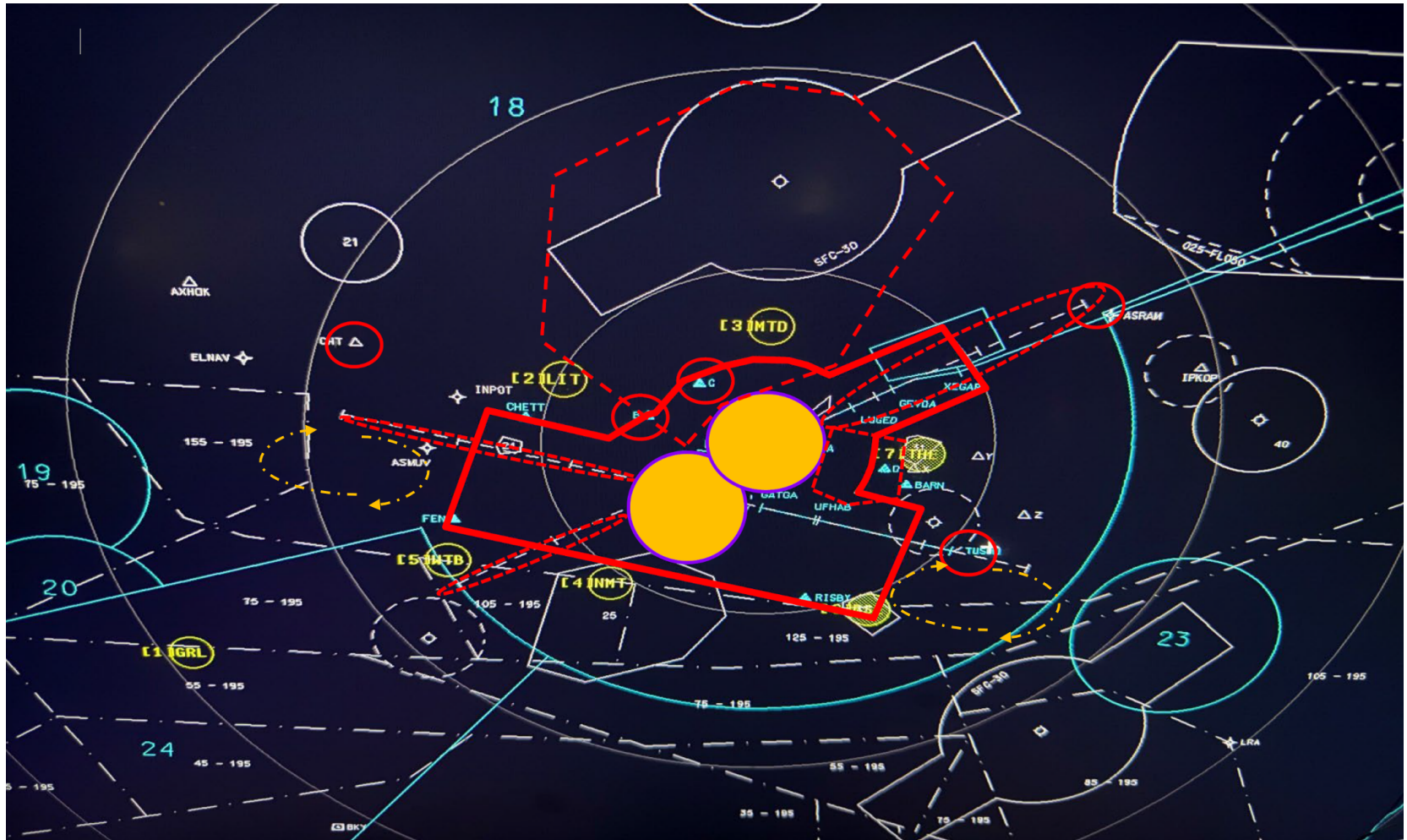
- Close engagement with civil operators to identify their needs, issues and opportunities
- Minimising restrictions whilst addressing the highest needs areas
- FUA
- DAATM involvement in the development of terminal airspace for airspace modernisation



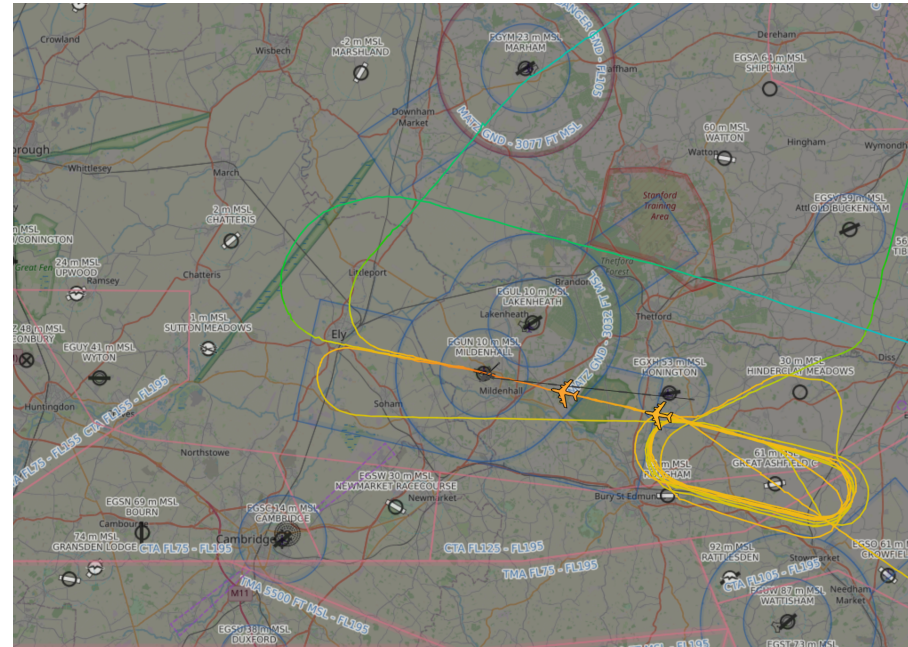
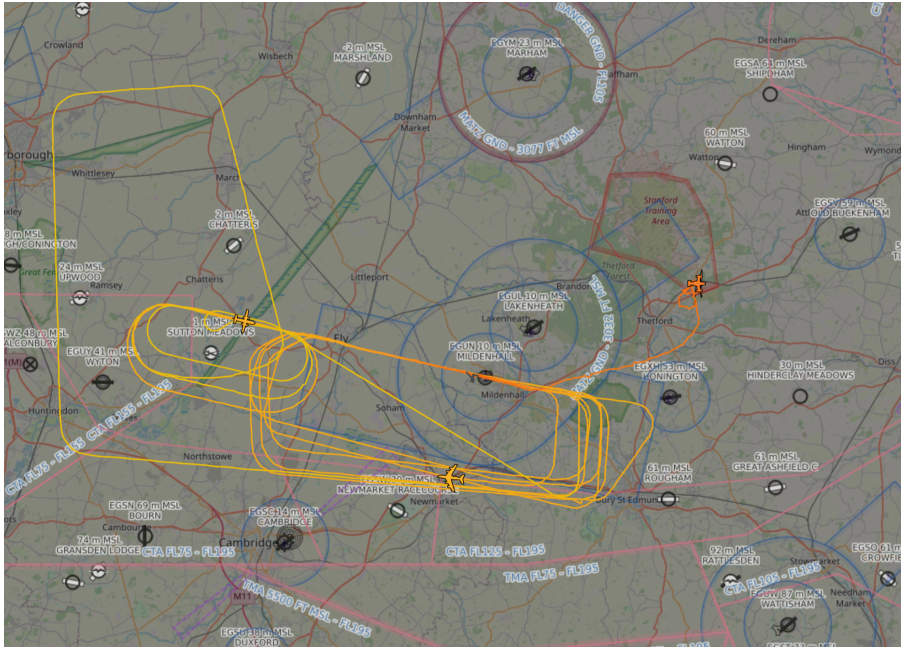
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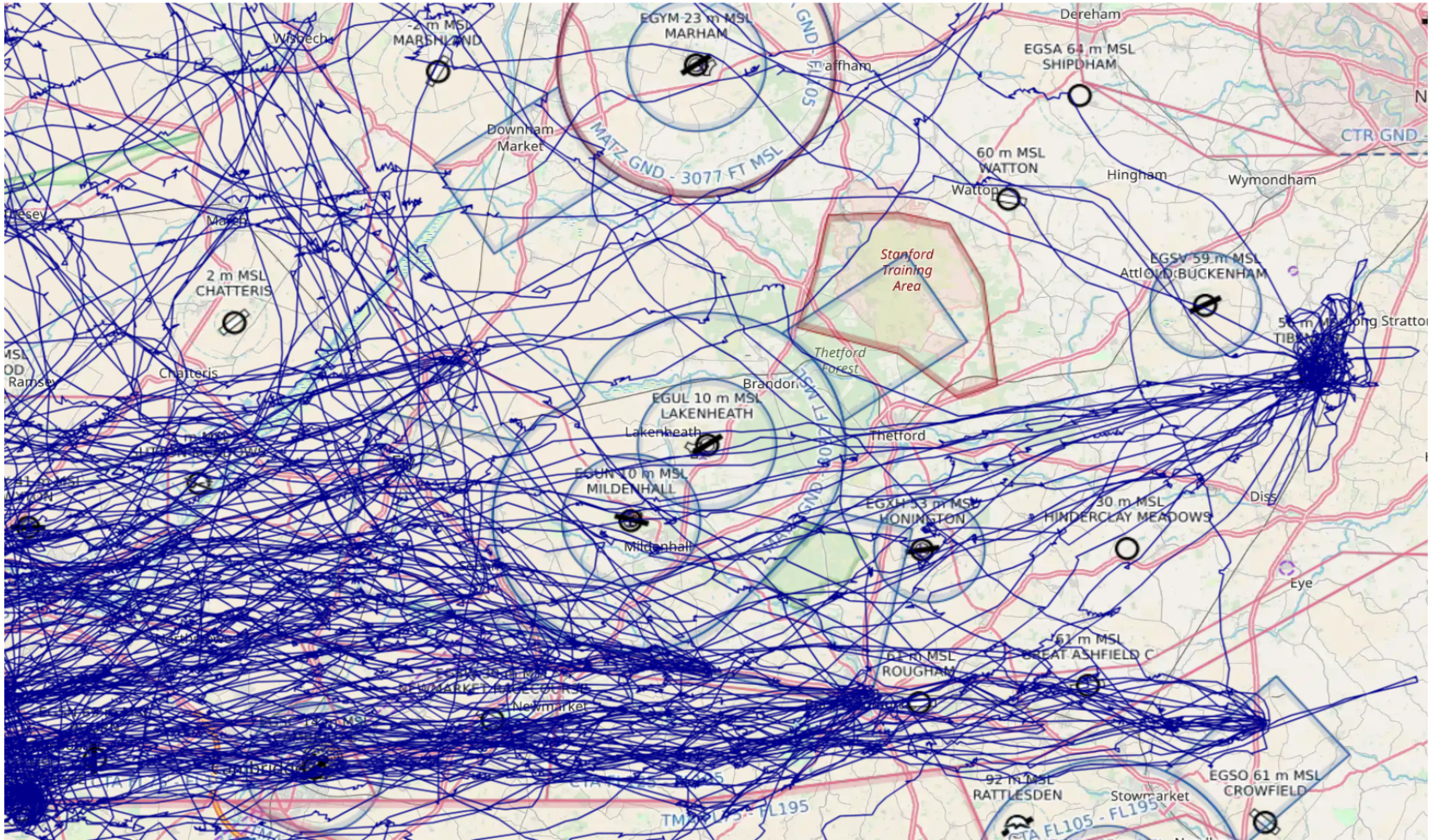


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Glider GPS tracks 03 July 2025



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5. Provisional indication of the level and process requirements

CAA

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6. Provisional process timescales

Update and Submit: 12 November 2027

DECIDE: 26 November 2027

AIP submit: Friday 17th December 2027

Implementation: AIRAC 03/2028 Thu 16th March 2028

*Gateway meetings held last Fri of the month with submissions required **two weeks** prior



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7. Next Steps

Discussion



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8. AOB

Discussion

