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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

# ACP Stage 1 DEFINE - Assessment Meeting

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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 is 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

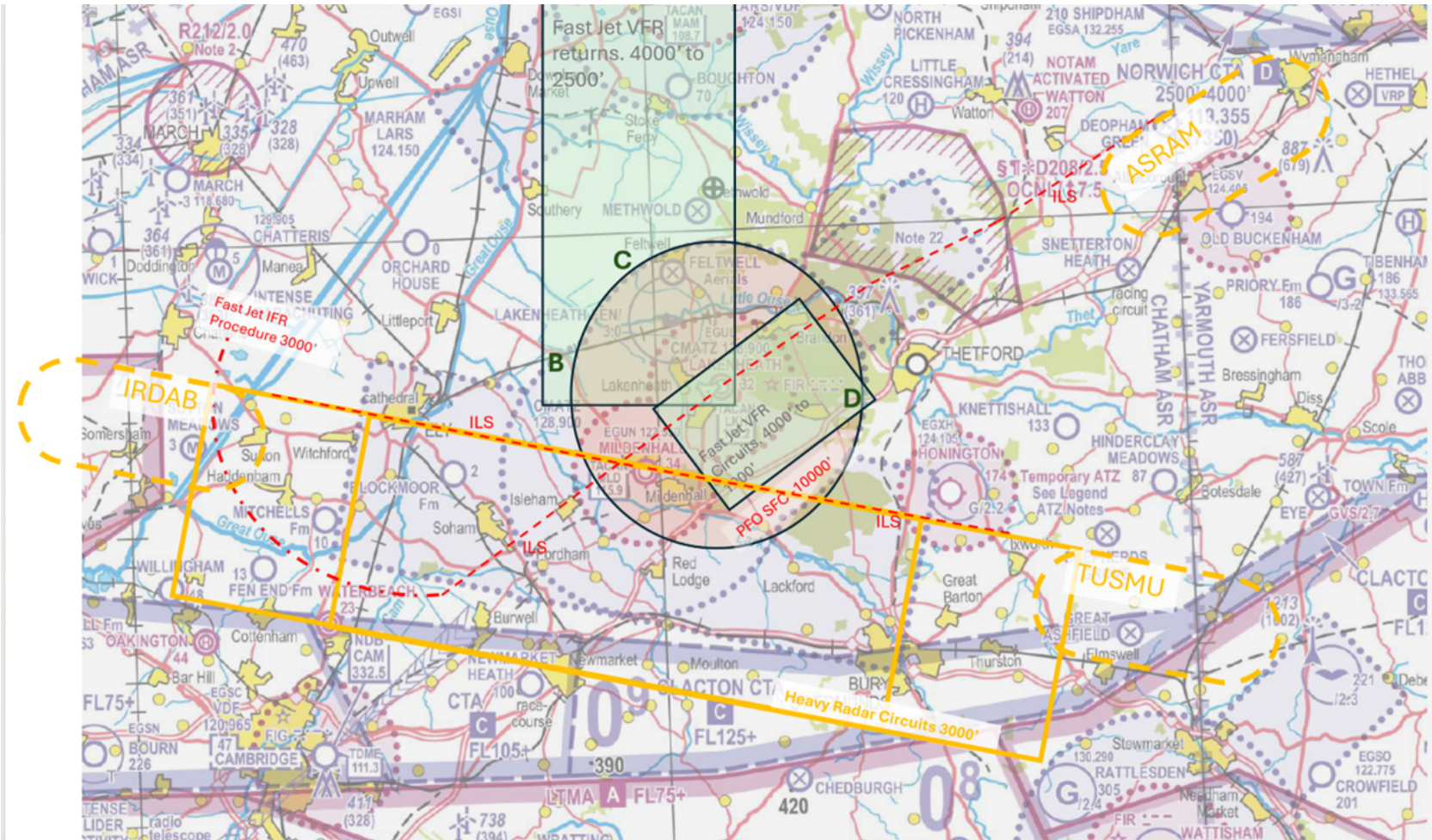
- Close engagement with civil operators to identify their needs, issues and opportunities
- Minimising restrictions whilst addressing the highest needs areas
  - Consideration give to
    - Controlled airspace
    - 
    - Option going forward
      - If trials or engagement evidence supports controlled airspace or other
      - Strictly restrict these areas considered in future
- FUA
- DAATM involvement in the development of terminal airspace for airspace modernisation / Progressive airspace design draft



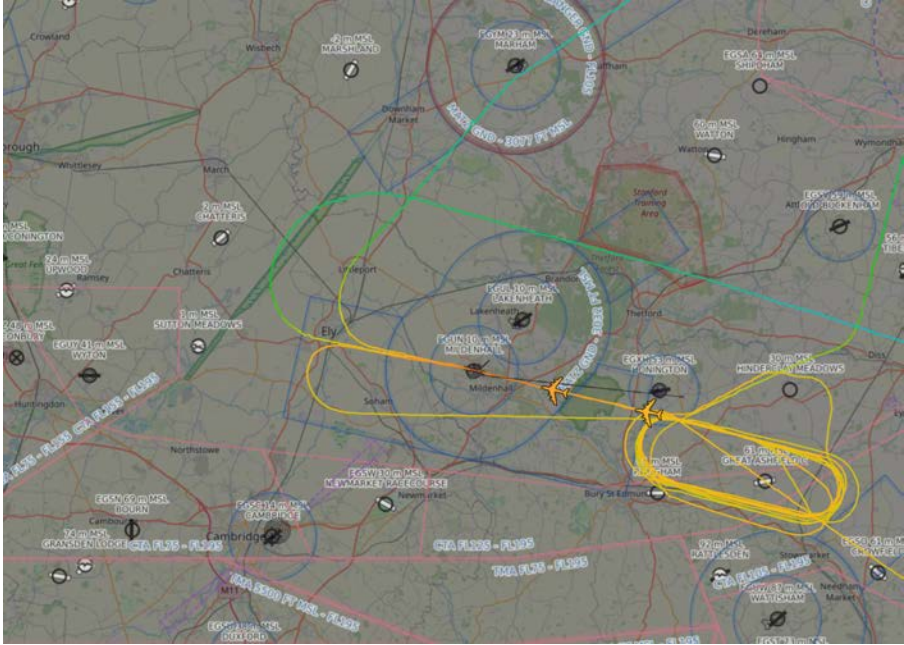
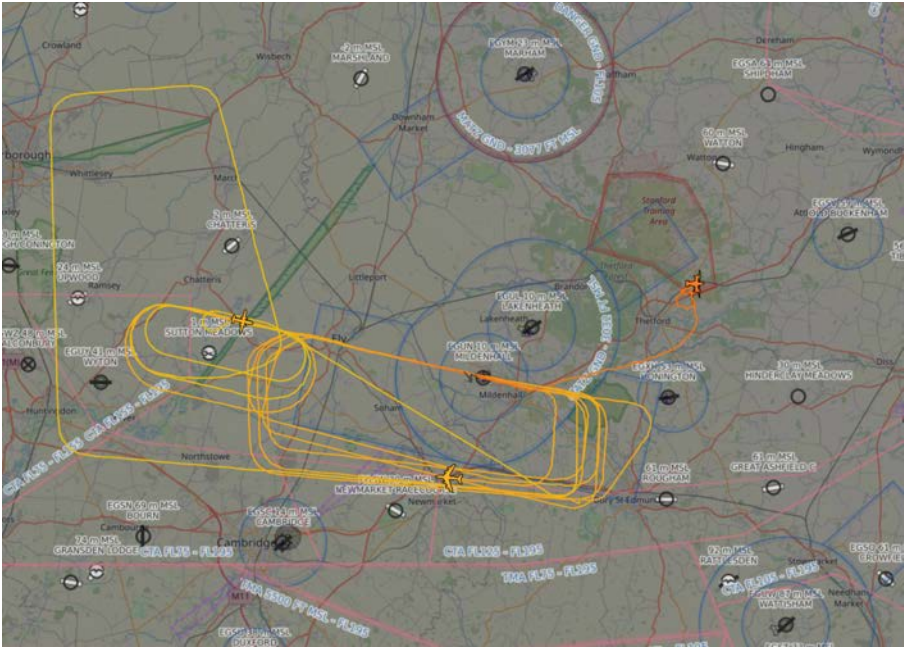
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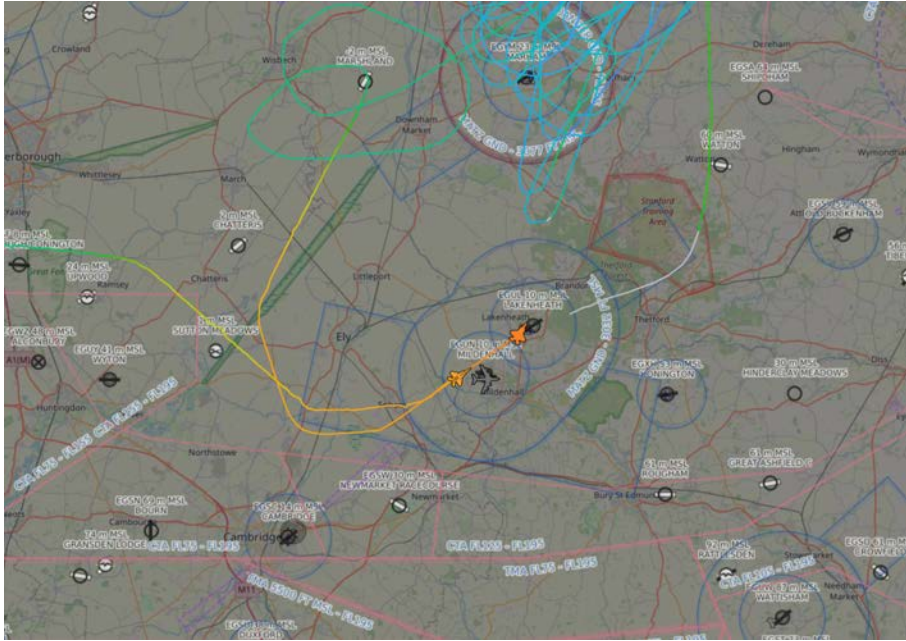
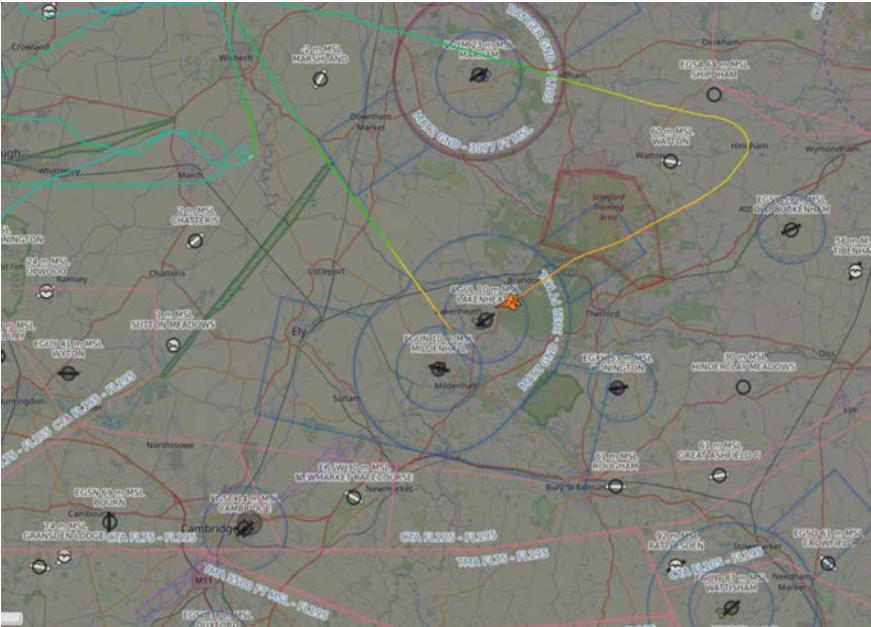
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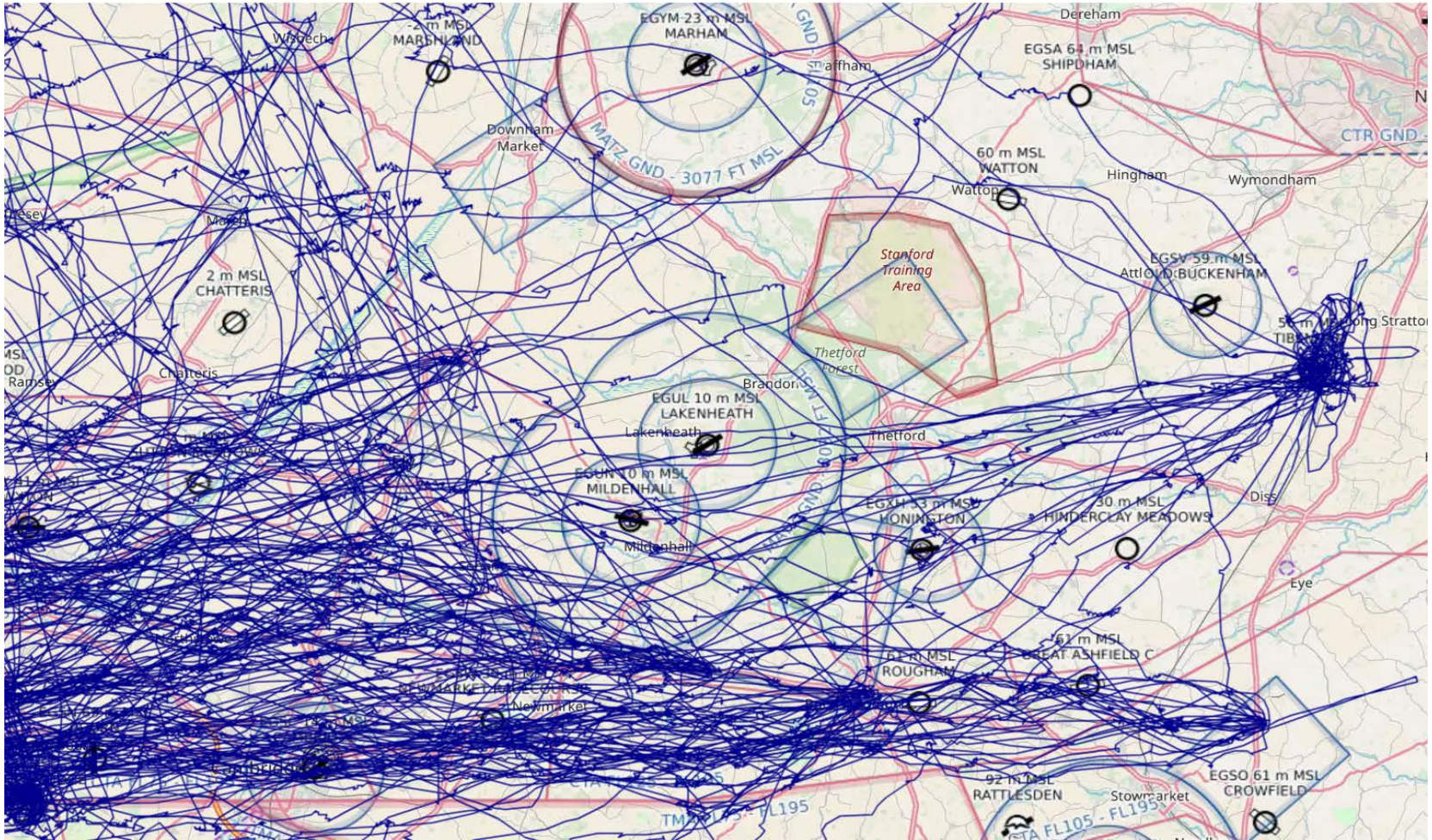
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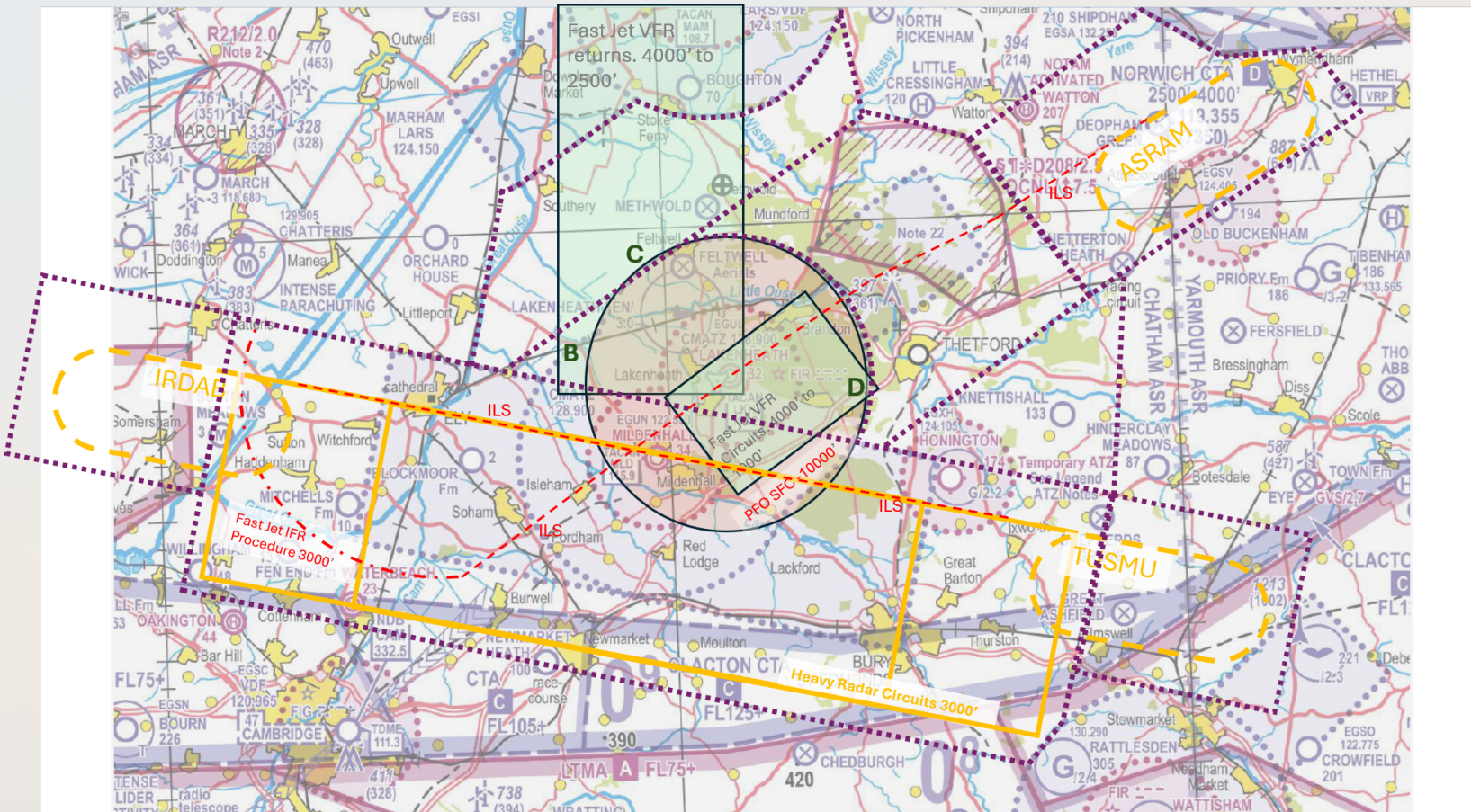
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## Glider GPS tracks 03 July 2025



# ACP Stage 1 DEFINE - Assessment Meeting

## Concept design



# ACP Stage 1 DEFINE - Assessment Meeting

## Concept design



# ACP Stage 1 DEFINE - Assessment Meeting

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## Stakeholder identification:

### Internal MOD (airfields)

- RAF Honington, 2 FTS
- STANTA, DIO
- RAF Marham, CAF
- Flying Station Wattisham (NATS ATC)

### Civil Airports

- Norwich
- Cambridge
- Old Buck
- Chatteris (parachuting)

### Minor aerodromes

### Operators/ Associations

- BGA
- RAFGSA
- BHPA
- BMAA
- BBAC

### Community / environmental



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Environmental/noise:

The proposed change (TMZ option) does not inherently change the distribution of Military traffic using the primary airfields. The design will be built to support extant operations.

No change to distribution of traffic for commercial aviation as proposal is outside controlled airspace and commercial aircraft operate transponders.

Minimal change to distribution of traffic below 7000' for light GA, The majority of light, powered GA aircraft are fitted with a transponder and regulation already mandates the use of fitted transponders.

Expect significant change to distribution of traffic for Microlights, Sailplanes, hang gliders, para gliders, para motors, balloons. **However**, this traffic has minimal noise impact and those with engines are small and efficient.



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### 5. Provisional indication of the level and process requirements

CAA

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## 6. Provisional process timescales

Trail Implementation: October 2026

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## 7. Next Steps

Discussion



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## 8. AOB

Discussion

