



DAP1916 - Statement of Need

Tracking Code: KHWJNJJN

BEFORE YOU BEGIN

- Please ensure the contents of CAP 1616f, Guidance on airspace change process for permanent airspace change proposals are referred to prior to completing this form. *

TYPE OF CHANGE

1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? *

- Changes to Notified Airspace Design Planned and Permanent Redistribution of Air Traffic

Which of the following categories is the proposal being progressed under? *

- Permanent Temporary Trial

2. Title of proposal

Please enter a title for this intended change, (max 80 characters - the title should be succinct and include a location (where appropriate)): *

Airspace Modernisation - RAF Mildenhall and Lakenheath

- Have you previously submitted a Statement of Need?

If known, please provide the ACP/PPR reference number (###-YYYY-NNN)

ACP-2025-052

Please provide your rationale for submitting a revised Statement of Need below: *

Now being submitted as a trial, with a view to potentially instigating a permanent change dependant on the results of the initial trial.

SPONSOR

3. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
 An Unincorporated Association or other body
 Individual (including sole traders and partnerships)

3b. An Unincorporated Association

Name of Unincorporated Association or other body *

Postcode

Country

Town/City

Address

E-mail

Website address

Primary Point of Contact Name *

Do you require access to the CAA's Airspace Change Portal?

Telephone *

Email *

Confirm Email *

Additional Contacts

You can add up to 4 additional contacts (this is useful to ensure that periods of absence are covered)

Contact 1

Contact Name *

Do you require access to the CAA's Airspace Change Portal?

Telephone *

Email *

Confirm Email *

— DELETE CONTACT

+ Add Contact

STATEMENT OF NEED

Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

Statement of Need

Please complete the following four sections. For administrative changes to the Aeronautical Information Publication, please complete relevant questions accordingly and mark the rest as "Not Applicable".

What is the objective of the proposed change? *

The primary objective of the ACP is to achieve either a known air environment or a recognised air environment, in order to improve the safety of operations in the vicinity of RAF Lakenheath and RAF Mildenhall. Simultaneously, the ACP seeks to drive modernisation of the airspace around both those bases, in line with the airspace modernisation strategy.

The ACP first seeks to introduce new airspace on a trial basis, with the results then informing further decisions on whether that airspace structure should be made permanent, reverted to previous, or replaced with an entirely new structure.

Please provide a summary of the issue or opportunity this proposal is seeking to address including any safety, operational, technical, environmental or economic factors. *

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 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.

Please provide a description of the current airspace design (i.e. the airspace structure and flight procedures) relevant to this proposal. *

Both Mildenhall and Lakenheath sit in Class G with a CMATZ. Approaches to both runways have multiple IFR procedures (precision and non-precision) and departures to support the military operations.

Please provide a description of the current prevailing air traffic situation (i.e. frequency and number of movements) and an indication of estimated forecast growth (where applicable). *

RAF Lakenheath provides radar service to both RAF Mildenhall and Lakenheath, Oct24-Oct25 figures show that Lakenheath ATSU provided service to 23148 speaking units (the majority of which will have been formations of 4 fast jet aircraft). GA traffic has not been counted but is significant, Lakenheath provided service to 3411 GA aircraft in the same period which is a small portion of the traffic that transits in the vicinity of the CMATZ.

Performance-based Navigation (PBN)

Does your proposal include potential changes to/addition of IFPs, ATS routes or free route airspace based on PBN?

Five-Letter Name Codes (5LNC)

Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

Secretary of State for Transport's priorities

Is the proposal being progressed under any of the priorities set by the Secretary of State for Transport or any other CAA priority such as safety or national security?

Airspace Modernisation Strategy *

Is the proposal supporting the delivery of the Airspace Modernisation Strategy? If not, please use the text box below to explain how the proposal is not inconsistent with the Airspace Modernisation Strategy

This application seeks to proactively align with the CAP1711 Airspace modernisation strategy concerning airspace around airfields. Particularly that ATZs should be replaced with RMZ/TMZ and the appropriate level of controlled airspace which should be applied to provide protection to IFR operations. The intent is to develop an innovative solution to support operations into the airfields that may be used as an example to other military aerodromes.

Additional Information

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals, proposed operating date(s) and/or funding deadlines)

Note that the CAA is required to ensure the Sponsor has provided assurance that the change will maintain a high standard of safety (in accordance with CAA direction under S.70(1) Transport Act 2000).

SUBMISSION INSTRUCTIONS

Submission

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time:

11 May 2026 10:54:04 AM

Application Submission Number:

DAP1916V2-2009

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