

Mid-Air Collision and Avoidance (MACA)

Mid-air collision avoidance has increasingly become an important topic within both military and civilian aviation. This pamphlet will provide information about the RAF Lakenheath/RAF Mildenhall area to help aircrew recognize and avoid mid-air collision hazards.

RAF Lakenheath is home to the 48th Fighter Wing with F-15E, F-15C and HH-60G aircraft. These aircraft fly upward of 40 to 50 missions per day. RAF Mildenhall supports the 100th Air Refueling Wing, which supports KC-135R aircraft; the 352d Special Operations Group, comprised of two squadrons of MC-130P/N and MC-130E and one squadron of CV-22 Ospreys; the U.S. Navy's BE-200 and a multitude of Air Mobility Command aircraft, including C-5, C-17, and KC-10 aircraft.

This level of traffic density creates a potential for mid-air collisions, and a demand for greater vigilance by all pilots transiting in the vicinity of the RAF Lakenheath/RAF Mildenhall Combined Military Aerodrome Traffic Zone (CMATZ). The CMATZ, by definition, is the airspace within five nautical miles of the mid-point of the longest runway, from the surface to 3000 ft above the aerodrome level. The airspace includes "stubs" extending 10nm from the end of each runway, and a width of 4nm (2nm either side of extended centerline) from 1000ft to 3000 ft. The airspace includes a non-standard extension 5nm to the south of the Mildenhall runways (Ref: UKLF Handbook/MILDI 13-201 4.1.2) In general, the CMATZ shall include the area of approximately 15 miles surrounding the RAF Lakenheath and RAF Mildenhall airports.

We strongly encourage all traffic transiting the RAF Lakenheath/RAF Mildenhall area to utilize traffic advisory services provided by Lakenheath Approach Control on VHF frequency 128.9/UHF frequency 242.05 within 20 miles of the CMATZ. This service can help both military and civilian pilots to see and avoid each other.

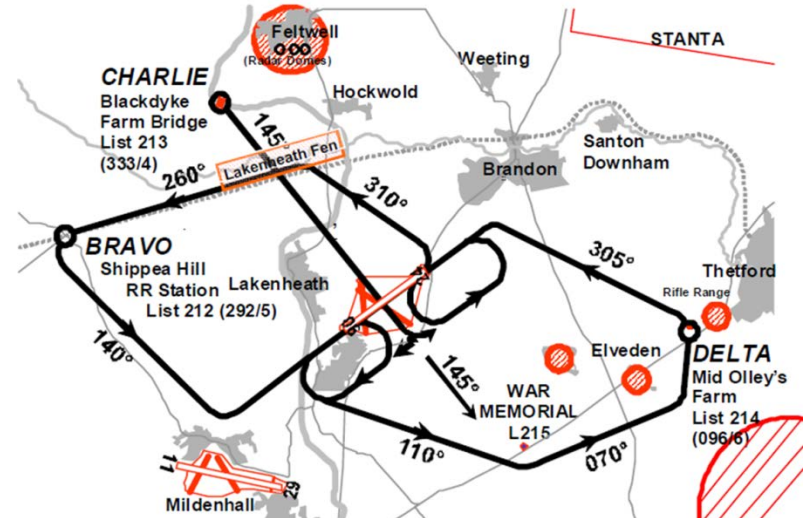
If your route of flight will take you near the RAF Lakenheath/RAF Mildenhall area, maintain a constant and vigilant visual scan for conflicting traffic. **Although our military aircraft are receiving radar service, many of the smaller civil aircraft which are not transponder equipped may not be picked up on radar.** Also, almost all RAF Lakenheath aircraft operate on UHF only and do not hear civilian pilots (operating on VHF) making radio calls. Therefore, it is essential that all pilots employ the "see and avoid" concept. Remember---heads up, eyes out and fly safely.

**PLEASE CALL LAKENHEATH APPROACH
CONTROL ON
128.9 / 242.05
Within 20 Miles of the CMATZ**

VISUAL PATTERNS

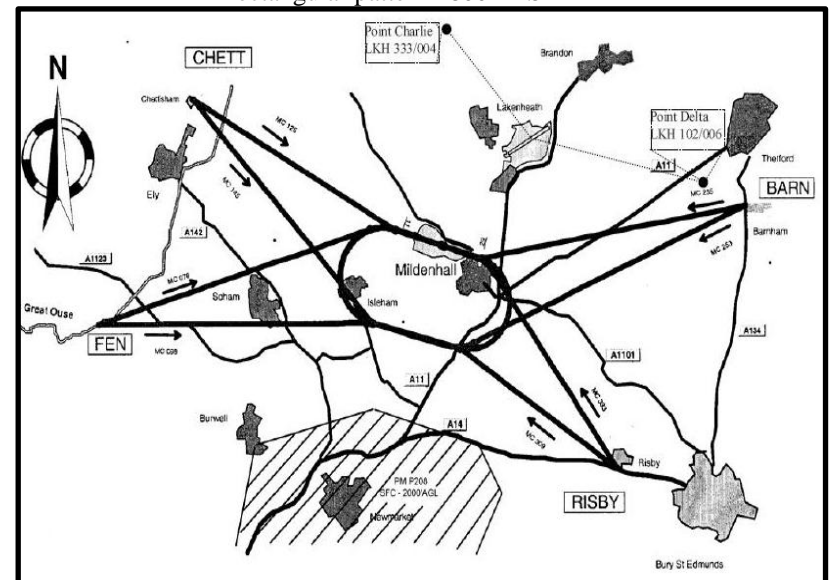
Lakenheath

F-15's @ 1000-1500 ft, Charlie @ 2000-2500 ft, Helo's @ 1000 ft



Mildenhall

Pattern Altitude 1200' MSL from CHETT/BARN/FEN/RISBY.
Rectangular pattern 1800' MSL



UNITED KINGDOM LOW FLYING SYSTEM (UKLFS)

The 352d SOG and 56 & 57 RQS conduct extensive training in the low flying system and in the area of East Anglia, especially the airspace surrounding RAF Mildenhall. These organizations conduct numerous operations utilizing the UKLFS, including area drop zones, landing zones, infiltration/exfiltration, Combat Search and Rescue (CSAR), helicopter air-refueling, assault zone reconnaissance and assessment, combat medical care, and the direction of Close Air Support (CAS) assets.

Many operations are carried out exclusively at night between the surface and 2000 feet AGL, at airspeeds ranging from 90 to 280 KIAS. Although night-vision goggles are an integral part of unit operations, they cannot be relied upon for visual de-confliction. Therefore, aircraft transiting the UK should avoid operating at altitudes approximately 2000 feet AGL and below to reduce mid-air strike potential.

Helpful MACA Links & Contacts

U.S. Air Force Safety Center: www.afsec.af.mil

UK Civil Aviation Authority: caa.co.uk

UK Airprox Board: www.airproxboard.org.uk

ICAO Aviation Safety: <http://www.icao.int/Safety/Pages/default.aspx>

ICAO Flight Safety Information Exchange: www.icao.int/fsix/

Flight Safety Foundation: www.flightsafety.org

If you would like a representative from the 48th FW or 100th ARW Flight Safety Office to visit your airfield to discuss Mid-Air Collision Avoidance/Flight Safety issues or for comments and suggestions, please contact the 48th Fighter Wing Flight Safety Office at 01638-52-5659 or 48FW.SEF@us.af.mil, or the 100th Air Refueling Wing Flight Safety Office at 01638-54-4719 or 100ARW.SEFV3@us.af.mil

RAF LAKENHEATH & RAF MILDENHALL MID-AIR COLLISION AVOIDANCE 2018

