



DAP1916 - Statement of Need

Tracking Code: **DKYZGFH**

BEFORE YOU BEGIN

- ☒ Please ensure the contents of CAP1616 Appendix A 'Statement of Need for an airspace change' is 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

☐ Have you previously submitted a Statement of Need ?

Please enter a title for this intended change, (max 80 characters): *

Wellesbourne Mountford EGBW

2. Title of proposal

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)

Does the ANSP have full agreement of the relevant airport operator ? *

- ☒ Yes ☐ No

3a. A Company

Registered Company name (in full) *

Radarmoor Ltd

Registered Company Number

01686228

Trading Address (primary site)

Trading name (if applicable)

E-mail

XX

Postcode

XX

Registered Office Address

Wellesbourne Airfield, Loxley Lane, Wellesbourne, Warwick

Country of Company Registration

UK

Country

Postcode

Mobile Number (for Airspace Portal) *

XX

X
Email *

XX

Confirm Email *

XX

Telephone *

XX

☒ Requires Airspace Portal Access ?

Primary Point of Contact Name *

XX

Website address

Additional Contacts

You can add up to 4 additional contacts

Contact 1

Contact Name *

XX

☒ Requires Airspace Portal Access ?

Telephone *

XX

Mobile Number (for Airspace Portal) *

XX

Email *

XX

Confirm Email *

XX

 DELETE CONTACT

Contact 2

Contact Name *

XX

☒ Requires Airspace Portal Access ?

Telephone *

XX

Mobile Number (for Airspace Portal) *

XX

Email *

XX

Confirm Email *

XX

 DELETE CONTACT

Contact 3

Contact Name *

XX

☒ Requires Airspace Portal Access ?

Telephone *

XX

Mobile Number (for Airspace Portal) *

XX

Email *

XX

Confirm Email *

XX

 DELETE CONTACT

 Add Contact

STATEMENT OF NEED

Independent Aviation/Airspace Consultancy

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

Aviation Consultancy

Registered Company name (in full) *

Cyrrus Ltd

Registered Company Number

06455336

Country of Company Registration

UK

Registered Office Address

Cyrrus |House, Concept Court, Allendale Road, Thirsk

Postcode

YO7 3NY

Telephone

XX

Trading name (if applicable)

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[illegible]

☒ Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

☒ Requires Airspace Portal Access ?[illegible][illegible][illegible]

You can add up to 4 additional contacts

Contact Name *

[illegible]☒ Requires Airspace Portal Access ?[illegible]

Mobile Number (for Airspace Portal) *

XX


Email *

XX

Confirm Email *

XX

 DELETE CONTACT

 Add Contact

Statement of Need

Please provide a brief ‘Statement of Need’ clearly explaining what the current/existing situation is **and** what issue or opportunity this proposal is seeking to address.

Further information can be found in CAP1616 *

Wellesbourne Mountford Aerodrome is located in Warwickshire, 3nm East of Stratford-upon-Avon. The configuration of the runway and taxiways are a legacy from the airfield’s original construction during the Second World War. Since 1981 the aerodrome has been licensed by the CAA and there has been a strong focus on General Aviation (GA) aircraft training and leisure flying together with the occasional flights by small business/executive aircraft. All aircraft using the aerodrome are flying under Visual Flight Rules (VFR).

The Aerodrome operates 7 days per week (typically 0930-1730 or sunset +30 mins during Winter) with Aerodrome Flight Information Service (AFIS) available. The Aerodrome is bounded by the village of Wellesbourne to the east, Loxley to the south, Hampton Lucy and Charlecote to the north and Alveston to the northwest. There is a noise sensitive area notified to aviators to the southwest of the Aerodrome.

There are 2 runways (18/36 and 05/23) that are available for use. The most common direction used for landing on runway 18/36 (the main runway) results in aircraft having to fly over Charlecote. Occasional use of the shorter cross runway (05/23) (587m long) necessitates flying over Wellesbourne. There are noise abatement procedures on departure for Rwy 05 and 36. An Aerodrome Traffic Zone (ATZ) is formed about the aerodrome with a fixed-wing visual circuit pattern (right-hand) operating at 1000ft AGL established to the main Runway 18/36. A helicopter circuit, the nominal track of which sits outside of the villages mentioned above and avoids the noise sensitive area, operates at 600ft AGL and is established on Runway 05/23, part of which is disused. Helicopter circuits are permitted Monday to Friday. Rwy 18/36 circuits are all to the west, right hand on 18 and left hand on 36. Rwy 05/23 circuits are to the northwest, right hand on 23 and left hand on 05. Helicopter circuits are the same and within the fixed wing circuit, operating 7 days per week.

An unlicensed 506 x 30m grass strip is located west of and parallel to the RW 18/36. The grass is only available by prior arrangement. Simultaneous operations with the grass strip and the main tarmac runway are not permitted at any time. The aerodrome chart depicting the layout can be found at EGBW AD2.1

The Aerodrome owners wish to develop the land east of the main runway 18/36 to improve the viability of the airfield. This will necessitate the building of a new runway to the West of the existing main runway with a slightly different orientation, (expected to be 01/19) to ensure that flight safety is assured and the safeguarding surfaces preserved. The existing runways will be removed from service once the new runway is operational so the Aerodrome will remain operational throughout the period of reconfiguration. The new runway will be comparable with what is currently licenced and will support the same type of air operation that exists today. The departure/arrival lanes from the new runway (within the ATZ) would be slightly different, but only until a few hundred feet above the ground. It is intended that the routes that aircraft fly from the new runway will blend into the existing published routes and thus the change to the local airspace arrangements would be minimal. Redevelopment of the airfield will also include comprehensive redevelopment of airfield infrastructure and accommodation. When built, the new runway will increase the viability the aerodrome, bring revenue to the area, increase employment opportunities with the adjacent developments and should have a design life of over 25 years, all adding to the longevity of the airfield.

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 of national security matters?

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 is a development opportunity for the airfield only.

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 and/or funding deadlines)

SUBMISSION INSTRUCTIONS

Submission

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

Date and Time:

19 Oct 2022 11:36:31 AM

Application Submission Number:

DAP1916V2-537

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique PPR reference number (PPR-YYYY-NNN) allocated to this submission. Following receipt of your unique PPR reference number, you will be required to create an associated PPR proposal on the [CAA's Airspace Change Portal](#). Please refer to CAP 1706: CAA Airspace Change Portal – Sponsor Training Manual provides for further information/guidance on how to use the Airspace Change Portal.

Given the high number of new proposals, together with those proposals which are already in the system, it is possible that the proposal may not be assigned to a Technical Regulator/Account Manager immediately following submission of the Statement of Need. New proposals are allocated on a first come first served basis, unless the proposal is directly related to safety or national security matters, or as directed by the Secretary of State for Transport's priorities.

Once your submission has been assigned to an Account Manager/Case Officer, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed PPR. To enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- ASSESS and CONSULT Gateway
- Formal PPR Proposal Submission
- Target Implementation

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the [CAA's Airspace Change Portal](#).

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See Regulation (EU) No. 73/2010 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.