



# DAP1916 - Statement of Need

Tracking Code: BXYHLVL

## BEFORE YOU BEGIN

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- 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

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### 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 - the title should be succinct and include a location (where appropriate)): \*

Restoration of Airspace for Doncaster-Sheffield Airport

### 2. Title of proposal

## SPONSOR

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### 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 \*

City of Doncaster Council

Postcode

DN1 3BU

Country

United Kingdom

Town/City

Doncaster

Address

Civic Office First Floor, Civic Building, Waterdale

Telephone

E-mail

Website address

<https://www.doncaster.gov.uk/>

Primary Point of Contact Name \*

[REDACTED]

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

Telephone \*

[REDACTED]

Mobile Number (for Airspace Portal) \*

[REDACTED]

Email \*

[REDACTED]

Confirm Email \*

[REDACTED]

### Additional Contacts

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

**+** Add Contact

## STATEMENT OF NEED

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### 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

United Kingdom

Registered Office Address

Cyrrus House, Concept Court, Allendale Road, Thirsk, North Yorkshire

Postcode

YO73NY

Telephone

[REDACTED]

Trading name (if applicable)

[REDACTED]

Trading Address (primary site)

[REDACTED]

Country

United Kingdom

Postcode

YO73NY

Website address

www.cyrrus.co.uk

Primary Point of Contact Name \*

[REDACTED]

Primary Contact

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

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

Telephone \*

Mobile Number (for Airspace Portal) \*

E-mail \*

### Additional Contacts

You can add up to 4 additional contacts

**+** Add Contact

### Statement of Need

Please complete the following four sections.

What is the objective of the proposed change? \*

This change proposal is about the restoration of the DSA airspace that has been subject to a CAA-sponsored ACP for the 'Consideration of the removal of Doncaster-Sheffield Airport Airspace' (ACP-2022-082). It will include the RNP Arrivals and Departures predicated on existing Noise Preferential Routes (NPRs) that form part of the Airports Section 106 Agreement, as previously consulted upon in 2016-17 and introduced in 2018. This proposal does not conflict with the stated aims of the UK Airspace Modernisation Strategy.

City of Doncaster Council (CDC) acknowledges the ongoing CAA-sponsored Airspace Change application to dismantle the extant airspace that served DSA and they have made representation to the Secretary of State for the application to be called in, citing a variety of grounds that it believes are justifiable. This SoN is therefore submitted by CDC on a 'without prejudice' pre-emptive basis, acknowledging that whilst they believe the case for call-in is strong, they cannot pre-judge the outcome of that process. As time is of the essence in their project to re-open the Airport, CDC believes that the protection of the timeline to the restarting of commercial services is best served by commencing a new ACP to cover the eventuality that the CAA sponsored ACP to dismantle the airspace is not concluded in their favour.

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

Doncaster-Sheffield Airport is located in South Yorkshire, approximately 5 miles East of the City of Doncaster and 17 miles East of the City of Sheffield. It is well connected by road via the M18, A1M and M180 motorways and the City of Doncaster, less than five miles away, is a primary station on the East Coast mainline railway, connected to London with a journey time as little as 89 minutes. There is an approved plan for a direct rail link to the Airport. Converted from the former RAF Finningley in the early 2000's, the airport opened in 2005 and grew to around 1.5m passengers per annum and approximately 30,000 tonnes of freight prior to operations being suspended by the former operator of the Airport in November 2022. At the time of closure, the Airport had an ATZ and full connectivity to the airways system, comprising of controlled airspace in the form of a Control Zone (CTR) and Control Areas (CTAs) supported by Air Traffic Control (Approach and Tower) that, prior to the pandemic, was available H24. In March 2024, after extended negotiations with the owner, City of Doncaster Council (CDC) agreed a 125-year lease on the airport site and has a robust plan to re-open the Airport to commercial operators as soon as possible. It is envisaged that DSA will commence full commercial passenger operations in 2026, pre-empted by the resumption of General and Business Aviation traffic during 2025. A number of airline operators have already indicated a desire to commence operations at the Airport and it is likely that this will include a mix of low-cost, charter and full-service operators. The CDC business plan also anticipates the return and growth of cargo operations that had developed significantly during the 17-years of operation under the previous owners. In addition, the Airport is expected to serve a number of the emerging new-tech aviation sectors including eVTOLs and UAVs. The resumption of commercial passenger operations will require connectivity to the airways system for arriving and departing traffic through what is widely acknowledged to be a very busy area of aviation activity. The Airport is anticipated to be operational 06:00 – 22:00 (local time) seven days a week initially, growing to provide H24 services as the commercial traffic returns. The ATC service will include Approach and Tower during the airport operational hours. The single paved runway is orientated 02-20 and measures 2894m x 60m.

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

The current airspace arrangements (at the time of writing) remain published in the UK AIP EGN AD 2.17, AD 2.18, AD 2.19 and AD 2.24. They include RNP Arrivals and Departures introduced as part of an airspace modernisation project in 2018. This project was initiated following CAA notification to DSA about the proposed rationalising of the UK VOR infrastructure which included the removal of the Gamston VOR upon which the Airport's conventional procedures relied. The completion of an Airspace Change to introduce PBN was delivered with a significant contribution of EU Innovations and Networks Agency (INEA) grant funding. Since the Airport's closure in November 2022, CDC has ensured aerodrome safeguarding activity, including for the IFPs, has continued.

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). \*

The Airport has been closed since November 2022; CDC are currently undertaking a tender exercise for an Airport Operator / ANSP and the business models built and independently reviewed have the Airport returning to pre-pandemic levels in 5-years from the commencement of commercial operations (2030-31) and rising to around 2.5mppa by 10years from the re-commencement of operations; this would equate to approximately 25,000 movements annually by year 5, of which approximately half would be CAT movements.

**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

**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)

## SUBMISSION INSTRUCTIONS

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### Submission

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

Date and Time:

09 Aug 2024 11:42:27 AM

Application Submission Number:

DAP1916V2-1210

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 \(https://airspacechange.caa.co.uk/\)](https://airspacechange.caa.co.uk/). Please refer to CAP 2385 Airspace Change Portal Important Information Guide.

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 ACP. For Permanent changes (Level 1 and Level 2 only), 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 \(https://airspacechange.caa.co.uk/about-airspace-change/\)](https://airspacechange.caa.co.uk/about-airspace-change/).

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 \(https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808\)](https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808) 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.