DAP1916 - Statement of Need

Tracking Code: **GS3SRCZ**

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)): *

Modernising Midlands airspace

☐ Have you previously submitted a Statement of Need?

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)

3a. A Company

Registered Company name (in full) *

NATS

Registered Company Number

NATS

Trading Address (primary site)

Trading name (if applicable)

E-mail

[redacted]

Postcode

Registered Office Address

4000 Parkway

Country of Company Registration

United Kingdom

Country

United Kingdom

Postcode

Email *

[redacted]

Confirm Email *

[redacted]

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

Telephone *

[redacted]

Primary Point of Contact Name *

[redacted]

Website address

nats.aero

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

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 aim of this ACP is to modernise the airspace which interfaces between the London TMA (LTMA) and Manchester TMA (MTMA) (referred to hereafter as 'Midlands Airspace'), in line with the AMS.

The key objectives are to enhance route capacity and reduce complexity, providing environmental efficiencies where possible. This change aligns with the AMS.

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

Midlands Airspace is a complex area of airspace. Sandwiched between the MTMA and LTMA, there are 2 primary flows of traffic to the north and south which traverse the 'spine' of the country, and a high volume of traffic.

Separate ACPs are underway to modernise both the LTMA and the MTMA (ACP-2017-041/ACP-2019-77) which will introduce systemised routings within the TMAs.

Current capacity within Midlands Airspace is restricted by the high level of controller workload, driven by high levels of tactical intervention required to maintain safety. This ACP seeks to optimise the route network in advance of the MTMA and LTMA changes, providing a systemised route structure, and where suitable, Free Route Airspace may be implemented.

Consideration has been given to combining this with either/both the extant TMA ACPs, however it is assessed as optimal to deliver this as a separate change. This will be an enabling change for both MTMA and LTMA ACPs.

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

The Midlands Airspace (encompassing TC Midlands and AC Daventry) connects the London TMA and Manchester TMA.

The airspace is split into two main components, one predominantly southbound at the western section of the airspace and one predominantly northbound to the east. The vast majority of traffic follows the northbound or southbound flow

ATS routes, flight plannable direct routes and STARs form the basis of the routing network. Convergence of ATS routes based on ground based navigational beacons increases controller intervention (with use of headings) as the current network does not lend itself to systemisation. This is applicable to both the southbound and northbound sectors.

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). *

Southbound:
LTMA, Solent Group, Wessex Group and EGLF arrivals from the north.
MTMA, Birmingham, East Midlands deps to the south
Northern UK/Irish departing southbound traffic.
Southbound London UK overflying traffic

Northbound:
LTMA, Solent Group, Wessex Group and EGLF departures to the north.
MTMA, Birmingham, East Midlands arrivals from the south
Northbound traffic to Northern UK/Irish airfields.
Northbound London UK overflying traffic

Traffic volume: Estimated traffic figures - circa 500,000 flights per year

☐ Are you submitting this Statement of Need to complete an Applicability and Policy Alignment Check (please refer to CAP 1616 version 5, paragraphs 2.8 to 2.11 for further details)?

Instrument Flight Procedures

☐ Does your proposal have the potential to include a change to and/or new IFPs?

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?

CAP 1616h Pre-Scaled Airspace Change Proposals

☐ Does your proposed change to airspace design fall within scope of one of the Pre-Scaled Airspace Change Proposals detailed in the appendices within CAP 1616h?

DVOR / DME / NDB Rationalisation - RNAV Substitution

☐ Is the proposal being progressed against the requirements set out in CAP1781: VOR / DME / NDB Rationalisation: Guidance for the use of RNAV Substitution?

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

Submission

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

Date and Time:

24 Mar 2025 1:05:11 PM

Application Submission Number:

DAP1916V2-1470

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the CAA's Airspace Change Portal (https://airspacechange.caa.co.uk/). Please refer to CAP 2385 Airspace Change Portal Important Information Guide.

Given the high number of new airspace change proposals (ACP), 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:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- DECIDE Gateway
- Target AIRAC

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/).

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) guidance material for further information. These requirements will be discussed in greater details 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.

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