



DAP1916 - Statement of Need

Tracking Code: T2D8B5Y

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)): *

NPAS BVLOS Trial

- ☒ Have you previously submitted a Statement of Need?

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

ACP-2024-035

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

The CAA advised that this 6-month proposal should be split into two trial Airspace Change Proposals (ACPs). This ACP (2024-035) should be used to propose the establishment of a Temporary Danger Area (TDA) for 90-days, nighttime only. A second ACP should then be progressed to propose the establishment of a Temporary Reserved Area (TRA) for the following 90-days.

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 *

National Police Air Service

Postcode

WF1 3QP

Country

United Kingdom

Town/City

Wakefield

Address

Laburnum Road

E-mail

[REDACTED]

Website address

[REDACTED]

Primary Point of Contact Name *

[REDACTED]

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

Telephone *

[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)

Contact 1

Contact Name *

[REDACTED]

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

Telephone *

Email *

Confirm Email *

 DELETE CONTACT

Contact 2

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?

Aviation Consultancy

Registered Company name (in full) *

Registered Company Number

Country of Company Registration

Registered Office Address

4000 Parkway, Whiteley, Fareham

Postcode

PO15 7FL

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name *

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 *

E-mail *

Additional Contacts

You can add up to 4 additional contacts



Add Contact

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? *

This 6-month trial aims to support the integration of new airspace users by operating a Remotely Piloted Aircraft System (RPAS), alongside crewed aircraft.
This would be enabled through two Airspace Change Proposals (ACP). This ACP (2024-035) proposes to establish a Temporary Danger Area (TDA) for 90 days which would be activated during nighttime only. A second ACP (ID TBC) would propose this TDA is followed by a Temporary Reserved Area (TRA) for the remaining 90 days. This would involve day and night activations.
The trial will collect data to help inform the production of new policies on the integration of new airspace users, as well as investigate the use case for RPAS to be a cost-effective addition to existing crewed aircraft operations, enabling a diverse, efficient, and responsive fleet for emergency services.

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

The Home Office (HO) agreed to support, with funding, the establishment of an NPAS 'Futures and Innovation' (NPAS F&I) capability. The NPAS F&I remit is to explore the feasibility of an affordable Beyond Visual Line of Sight (BVLOS) capability for policing, to complement the user requirement presently served by the traditional fleet, as outlined in the 2021 Outline Business Case for Fleet Replacement, and to do so by 2027.
The operation is directly linked to the 10-year NPCC Police Aviation Strategy that was initiated in 2019 and has, at its heart, the principle aim of keeping the public safe. It describes a blended approach to air support, operated affordably and focused on deploying to incidents which carry the highest threat, harm, risk or vulnerability. As part of this strategy, the use of BVLOS Uncrewed Aircraft is to be introduced.
Police forces are under constant pressure to reduce costs and budgets where possible. Air support is not cheap but brings significant benefits to policing. NPAS is looking to provide a solution that can provide the same level of capability for some taskings whilst delivering a cost saving to forces. In some areas NPAS has seen an increase in demand and with additional capabilities, such as an uncrewed aircraft, we will be able to deploy more proactively and cost effectively. There is also potential to significantly reduce the carbon footprint of police air support, with the uncrewed aircraft emitting less CO2 than the current NPAS fleet. As well as ensure police aviation is at the forefront of the use of new technologies and the societal benefits it can deliver.

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

The airspace where this TDA could be established is to the North of Bristol and is Class G. There are multiple structures of note located in and around the area including restricted areas R154 & R155, gliding sites, Bristol Airport and Cardiff Airport. The TDA will be defined to minimise the impact on current airspace users and all operations will be conducted during hours of darkness to reduce air and ground risk.
Specific flight procedures and other information will be submitted to the CAA in the form of an Operational Safety Case (OSC) and assessed before authorisation for these trial flights can be issued. This process will be conducted in parallel to the ACP process to establish this airspace trial.

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). *

NPAS operates one helicopter, and the air ambulance operate one helicopter from the NPAS Almondsbury base which is located in the region. Both organisations' aircraft will continue to operate as normal with no change to their operations. Neither organisation currently operates any RPAS in the area.
There is no estimated forecast growth within the 90-day duration that the TDA would be published.

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

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)

This trial is part of the CAA RPAS integration sandbox for advancement of BVLOS flights.
The trial must complete before the end of 2025 for Home Office Funding.

SUBMISSION INSTRUCTIONS

Submission

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

Date and Time:

09 May 2025 12:37:36 PM

Application Submission Number:

DAP1916V2-1506

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.