



# DAP1916 - Statement of Need

Tracking Code: MD4RWW6

## 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

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)): \*

Northern LTMA region airspace change (OFJES, CLN CTA11/12, FL105+)

- ☐ Have you previously submitted a Statement of Need?

## 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)

#### 3a. A Company

Registered Company name (in full) \*

NATS En Route Ltd (NERL)

Registered Company Number

04138218

Trading Address (primary site)

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Trading name (if applicable)

E-mail

Postcode

PO157FL

Registered Office Address

4000 Parkway, Whiteley, Hampshire

Country of Company Registration

UK

Country

Postcode

Email \*

Confirm Email \*

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

Telephone \*

Primary Point of Contact Name \*

Website address

**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?

### 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? \*

NATS seeks to mitigate high controller workload due to airspace congestion in commonly occurring traffic scenarios, to the north of the London TMA, for Luton Airport arrivals from the east. This will further improve aviation safety in the London TMA.

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

Luton Airport arrival flow convergence in this region causes congestion and ATC complexity. This has the potential to affect safety if left unresolved as traffic levels increase. This ACP intends to address the issue before safety is affected. A reduction in congestion and complexity would lead to ATC workload reduction and further improve safety in the region.

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

Luton Airport arrivals from the east using BARM RINIS XAMAN and TOSVA STARs via OFJES converge with arrivals from the south using UNDUG TELTU and SIRIC STARs via OXDUF. Stream integration must occur in the area between OFJES and OXDUF. For STARs from the east, the base-step between CAS volumes CLN CTA11/12 constrains controllers in their management of descents as effectively as required, where there is a need for multiple vertical integrations between the two flows.

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). \*

Approximately half of Luton's arrivals use the STARs from the east, and about 30% use the STARs from the south. Therefore this convergence/streaming integration covers c.80% of Luton arrivals. In 2023 there were c.65,000 Luton arrivals, in 2024 this rose to over 67,000. We expect this post-COVID recovery trend to continue, and intend to modify the airspace design to further improve safety in the region.

As your request may include a change to and/or new instrument flight procedures, you are also required to submit a DAP1917 - Application for Approval of a PANS-OPS Designed Instrument Flight Procedure.

☐ 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

This ACP intends to address a potential issue before safety is affected. This is consistent with the priority objective of the AMS to maintain and, where possible, improve the UK's high levels of aviation safety.

**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:

27 May 2025 9:38:28 AM

Application Submission Number:

DAP1916V2-1526

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.