



# DAP1916 - Statement of Need

Tracking Code: 3Z58PCP

## 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)): \*

Doncaster Sheffield Airport Re-establishment of Controlled Airspace & Procedures

- ☐ 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)

#### 3b. An Unincorporated Association

Name of Unincorporated Association or other body \*

City of Doncaster Council

Postcode

Country

Town/City

Address

E-mail

Website address

www.doncaster.gov.uk

Primary Point of Contact Name \*

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

Telephone \*

Email \*

Confirm Email \*

**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?

**Aviation Consultancy**

Registered Company name (in full) \*

Trax International

Registered Company Number

Country of Company Registration

Registered Office Address

Postcode

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? \*

The objective of the proposed change is to re-establish controlled airspace, Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs), and Instrument Approach Procedures (IAPs) serving Doncaster Sheffield Airport (DSA), which are currently in the process of being removed by the CAA under ACP-2022-082. This airspace is due to be formally withdrawn in the September 2025 Aeronautical Information Publication (AIP).

The proposed change supports DSA's planned reopening and is essential to enabling the safe and efficient operation of scheduled commercial air transport.

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

DSA ceased operations in November 2022, triggering the suspension and eventual removal of the associated controlled airspace by the CAA under ACP-2022-082. In March 2024, the City of Doncaster Council (CDC) secured a 125-year lease on the site, initiating a strategic programme to reopen the airport, with phased operations beginning in 2026 and full commercial services expected to resume in 2027.

This ACP seeks to re-establish controlled airspace to support the airport's safe and efficient return to operation. CDC's business plan is built on a mix of scheduled passenger services general and business aviation, and the restoration and growth of freight operations. Demand from potential airline customers has already been identified.

DSA will operate in a busy and complex section of UK airspace, close to other large commercial air transport airports and significant general aviation activity. Airline operators have made clear that controlled airspace in this region is a prerequisite for safe passenger operations and seamless integration into the en-route network. The airport's operational concept includes a return to standard instrument procedures (SIDs, STARs, and IAPs), which require controlled airspace to function efficiently and effectively.

The proposed reintroduction of controlled airspace is grounded in over 17 years of operational experience at DSA, where the previous airspace design was developed in direct response to airline requirements and proved both safe and effective. The new airspace design is expected to closely reflect the former construct, with refinements made through stakeholder engagement and consultation and integration with evolving regional airspace structures.

From a safety and operational standpoint, reintroducing controlled airspace and associated procedures will provide essential protection for commercial traffic and ensure safe interactions with other airspace users.

Annual air traffic movements at DSA from 2019 to 2022 are shown in Table 1 below, illustrating the scale and diversity of previous operations.

|      |        | Commercial Movements |  |                     | Non-Commercial Movements |                                  |           |         |          |          |
|------|--------|----------------------|--|---------------------|--------------------------|----------------------------------|-----------|---------|----------|----------|
| Year | Total  | Air Transport        | Air Taxi<br>(excluded from<br>total stats) | Positioning Flights | Test & Training          | Other flights by AT<br>Operators | Aero Club | Private | Official | Military |
| 2019 | 23,043 | 11,569               | 2,084                                      | 472                 | 1,396                    | 568                              | 8,561     | 150     | 85       | 242      |
| 2020 | 12,232 | 4,597                | 2,016                                      | 496                 | 1,804                    | 537                              | 3,658     | 100     | 750      | 290      |
| 2021 | 14,077 | 5,468                | 2,585                                      | 392                 | 2,221                    | 764                              | 3,639     | 61      | 1174     | 358      |
| 2022 | 15,847 | 7,966                | 2,113                                      | 561                 | 1,527                    | 649                              | 3,984     | 35      | 831      | 294      |

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

At the time of closure in November 2022, DSA operated with an Aerodrome Traffic Zone (ATZ) and a full controlled airspace construct comprising a Control Zone (CTR) and a series of Control Areas (CTAs). These airspace volumes provided full connectivity to the en-route airways network, supporting and protecting both arriving and departing IFR traffic. The controlled airspace structure was managed by a fully equipped Air Traffic Control (ATC) unit providing Tower and Approach services, which (prior to the COVID-19 pandemic) were available 24 hours a day.

The current airspace arrangements, although no longer active, remain published in the UK AIP under entries EGCN AD 2.17, 2.18, 2.19, and 2.24. These documents detail the airport's Instrument Flight Procedures (IFPs), including RNAV (GNSS) SIDs and STARs as well as ILS and RNP approaches. The airport also maintained surveillance-based vectoring procedures for radar-controlled arrivals and departures.

PBN procedures were introduced in 2018 as part of an airspace modernisation initiative, in response to the CAA's planned decommissioning of legacy VHF Omnidirectional Range (VOR) navigational aids, specifically the Gamston VOR, which had previously underpinned DSA's conventional procedures. To maintain resilience and continuity of service, DSA successfully implemented Performance-Based Navigation (PBN) procedures, supported in part by EU Innovation and Networks Executive Agency (INEA) grant funding. This transition allowed DSA to become an early adopter of PBN concepts, aligning its procedures with the UK's Airspace Modernisation Strategy and ICAO's global air navigation plan.

Following the airport's closure, CDC has continued to maintain aerodrome safeguarding measures, including protection of the published instrument flight procedures and associated protected surfaces. This activity is intended to preserve the viability of the existing procedures and facilitate their reuse or adaptation as part of the proposed re-establishment of airspace.

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). \*

DSA has been closed to air traffic since November 2022. As a result, there are currently no scheduled or unscheduled air traffic movements taking place at the aerodrome. Controlled airspace, procedures and ATC services have been suspended, and the airport is not presently operational, with the exception of a small number of unlicensed 2Excel movements, which do not carry passengers or cargo.

CDC is actively progressing with the appointment of an Airport Operator\* and Air Navigation Service Provider (ANSP) to support the phased reactivation of the airport. Business plans developed by CDC, validated through independent economic and commercial review, anticipate that commercial air transport services will resume progressively from 2027, following an initial return of General and Business Aviation and Freight activity expected in late 2026.

Forecast modelling indicates a return to pre-closure traffic volumes within approximately five years of full commercial operations commencing (by 2030–2031). By this stage, the airport is expected to handle around 25,000 total air traffic movements (ATMs) annually, with approximately 50% of these being Commercial Air Transport (CAT) movements. The remainder will comprise General Aviation (GA), Business Aviation, cargo, training, and positioning flights.

Longer-term growth projections anticipate passenger throughput reaching approximately 2.5 million passengers per annum (mppa) by ten years after the restart of operations. These figures are consistent with the airport's previous performance prior to closure and are based on an expected mix of lower-cost, charter, and full-service carriers, as well as the re-establishment of freight operations and the accommodation of emerging aviation markets.

These projections will be kept under review and refined further as the airport's reopening programme progresses, particularly in light of airline commitments and regional demand.

\*FlyDoncaster Limited was registered in November 2024 as the intended operator for the airport.

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

#### 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:

04 Aug 2025 3:55:29 PM

Application Submission Number:

DAP1916V2-1594

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.