



# DAP1916 - Statement of Need

Tracking Code: YX8KRXP

## 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)): \*

Holbeach AWR Airspace Change to Enable Current and Future Assets

- Have you previously submitted a Statement of Need?

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

ACP-2024-028

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

During review of the airspace afforded to Holbeach Air Weapons Range (AWR), it was identified that the Danger Area (EGD207) is unable to contain the Remotely, Piloted Air System (RPAS), Protector operations, hence the initial Statement of Need submissions V1.0 & 2.0. On further evaluation of the airspace, it has become evident the current airspace is also insufficient to accommodate the full portfolio of requirements for all assets aspiring to employ the facilities installed at the AWR. Therefore, on CAA approval, the Ministry of Defence (MoD) will continue the airspace change process by taking into consideration all MoD requirements at Holbeach AWR, from Stage 2 onwards.

## 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 \*

Postcode

Country

Town/City

Address

E-mail

Website address

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)

##### Contact 1

Contact Name \*

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

Telephone \*

Email \*

Confirm Email \*

— DELETE CONTACT

+ 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? \*

Due to an enduring requirement to enable routine test and calibration of Protector on-board equipment, segregated airspace is needed, within which this activity can be safely conducted. To incorporate the wider MoD operational objectives, current and future range activity will also be considered in the airspace design options proposed.

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

EGD207 is the preferred location for Protector test and calibration operations, due to its geographical location and the requisite ground-based equipment in-situ. The existing Danger Area construct is insufficient to accommodate the flight profiles for Protector's planned activities. Furthermore, the airspace cannot facilitate the full spectrum of MoD requisite activity. Thus, additional volume(s) of airspace is proposed to enable enduring safe, flexible, and efficient range utilisation.

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

EGD207 lateral limits are 524830N 0001200E - 525400N 0000633E thence clockwise by the arc of a circle radius 6.5 NM centred on 525000N 0001500E to 525300N 0002430E - 524830N 0002000E - 524830N 0001200. The vertical limits are SFC to 23000FT ALT. UAS BVLOS may not be conducted above 18000 FT ALT (12000 FT ALT in the event of the activation of Contingency Airway T999). The Range is currently available for the following type of activity: Ordinance, Munitions and Explosives, High Energy Manoeuvres, Unmanned Aircraft Systems including Visual Line of Sight and Beyond Visual Line of Sight and Electronic and Optical Hazards.

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). \*

EGD207 is utilised and managed on a daily basis by the MoD for utilisation by UK and partner nation assets. Class C airspace sits from FL195 above the Danger Area. PMR225 is located within EGD207 from SFC to 3500FT AGL. The affected airspace outside the lateral confines of EGD207 below FL195 is Class G, comprising predominantly general aviation traffic.

Are you submitting this Statement of Need to complete an Applicability and Policy Alignment Check (please refer to CAP 1616 version 5.1, paragraphs 2.8 to 2.11 and CAP 1054 Annex A for further details)?

**Instrument Flight Procedures**

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

**Performance-based Navigation (PBN)**

Does your proposal include potential changes to/addition of IFPs, ATS routes or free route airspace based on PBN?

**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?

**CAP1616 Part 1c**

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)**

**Note that the CAA is required to ensure the Sponsor has provided assurance that the change will maintain a high standard of safety (in accordance with CAA direction under S.70(1) Transport Act 2000).**

This ACP is linked to ACP-2024-014, a TDA to facilitate initial test and calibration activity for Protector in the Summer of 2026. It is anticipated that the proposed airspace for enduring Protector operations will be similar, if not the same. Version 3 of the Statement of Need is submitted to also incorporate the requirements of all Holbeach AWR users.

**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:

30 Mar 2026 3:16:15 PM

Application Submission Number:

DAP1916V2-1962

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