



DAP1916 - Statement of Need

Tracking Code: TTN7L3V

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)): *

Creation of Permanent Modular BVLOS UAS Airspace in the Southwest UK

- ☐ 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)

3c. Individual

Title *

[REDACTED]

Forename *

[REDACTED]

Surname *

Address *

Country *

Postcode *

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

Telephone *

Email *

Confirm Email *

Trading name (if applicable)

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

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? *

Creation of new UAS BVLOS airspace to connect various existing airspace structures in the Southwest of the UK to facilitate MOD UAS operations.

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

1. Summary of Proposed Airspace Change. Establishment of permanent, modular, conditionally active segregated airspace to support Defence BVLOS UAS operations in the Southwest UK. The change would create new BVLOS areas and corridors linking military operating sites, existing Danger Areas, and maritime exercise areas.
2. Statement of Need. Current Southwest airspace does not provide sufficient or suitably located segregated volumes for routine or advanced BVLOS UAS activity. Existing Danger Areas and temporary solutions are fragmented and operationally unsuitable, limiting Defence capability and readiness. A permanent airspace design change is required under CAP1616.
3. Why the Change Is Required Now. Defence UAS activity is expanding; existing Danger Areas and RA(T)s cannot support sustained BVLOS operations. The Airspace Modernisation Strategy prioritises UAS integration and supports Flexible Use of Airspace. The UK Government's 2025 Strategic Defence Review places strong emphasis on accelerating the adoption of autonomous and semi autonomous uncrewed air platforms, identifying them as essential to maintaining readiness and security. This policy direction increases the requirement for assured, scalable BVLOS airspace to train, test, and safely integrate these systems. Without suitable airspace, Defence cannot meet mandated outputs, field emerging autonomous capabilities, or develop UAS technologies safely and at the pace required for a more agile, technologically enabled force.
4. Objectives. Provide predictable BVLOS airspace; establish corridors linking: RNAS Yeovilton to the South Coast Exercise Areas; RNAS Yeovilton to Salisbury Plain DA; Portland Bay SCEXAs to Plymouth Bay SCEXAs; Portland to the Portland Bay SCEXAs, RNAS Culdrose to RNAS Predannack; and create dedicated BVLOS airspace ivo RNAS Yeovilton and RNAS Merryfield. All to support realistic training and UAS development, minimising impact through modular NOTAM based activation to improve safety.
5. Description of Proposed Change. Permanent but conditionally active segregated airspace, activated only when required. Modular blocks and corridor structures linking existing Danger Areas, with flexible vertical limits to reduce impact on civil and maritime users. Detailed design to follow in Stage 2.
6. Anticipated Impacts. Potential impacts on GA, commercial air transport, local aerodromes, maritime users, communities, and Defence stakeholders. Impacts will be mitigated through modular activation and transparent notification. Full assessment will occur in Stages 2-3.
7. Alignment with National Strategy. Supports AMS objectives for UAS integration and Defence capability development, and aligns with CAP1616 principles of proportionality, safety, and stakeholder engagement.

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

Intent to connect the following already established airspace: RNAS Yeovilton MATZ, RNAS Merryfield MATZ, SPTA (D123/D125/D128), Portland Bay South Coast Exercise Areas complex (D012-D031), Plymouth Bay South Coast Exercise Areas complex (D003-D009A), RNAS Culdrose MATZ, RNAS Predannack MATZ.

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). *

Large regional scale of current GA and Military Air Traffic in the area difficult to quantify. At this stage, unknown increase in UAS operations. Initially, the increase in military BVLOS UAS activity would not be significant. The intent of the airspace to provide enhanced training opportunities.

- ☐ 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 work would be done in conjunction with ACP-2026-001 and ACP-2026-002.

SUBMISSION INSTRUCTIONS

Submission

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

Date and Time:

03 Feb 2026 1:32:09 PM

Application Submission Number:

DAP1916V2-1877

