



DAP 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, then please submit it by clicking the button at the end of this form.

1. Change Title

Please enter a title for this intended change, (max 80 characters): *

Llanbedr Airspace (Aerodrome Traffic Zone)

2. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
- An Unincorporated Association or other body
- Individual (including sole traders and partnerships)

2a. A Company

Registered Company name (in full) *

Snowdonia Aerospace LLP

Registered Company Number

OC335994

Country of Company Registration

Dorset

Registered Office Address

Estate Office, Southwell Park, Portland, Dorset

Postcode

DT5 2NA

E-mail

[REDACTED]

Trading name (if applicable)

Snowdonia Aerospace Centre

Trading Address (primary site)

Mochras Road, Llanbedr Airfield, Llanbedr, Gwynedd

Country

United Kingdom

Postcode

LL45 2PX

Website address

Snowdonia Aerospace LLP

Primary Point of Contact Name *

[REDACTED]

Telephone *

[REDACTED]

E-mail *

[REDACTED]

Secondary Point of Contact Name

[REDACTED]

Telephone

[REDACTED]

E-mail

[REDACTED]

3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): *

- | | | |
|--|--|--|
| <input type="checkbox"/> Flight Information Region (ENR 2.1) | <input type="checkbox"/> Upper Information Region (ENR 2.1) | <input type="checkbox"/> Terminal Control Area (ENR 2.1) |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2) | <input type="checkbox"/> Lower ATS Routes (ENR 3.1) | <input type="checkbox"/> Upper ATS Routes (ENR 3.2) |
| <input type="checkbox"/> Area Navigation Routes (ENR 3.3) | <input type="checkbox"/> Helicopter Routes (ENR 3.4) | <input type="checkbox"/> Other Routes (ENR 3.5) |
| <input type="checkbox"/> En-Route Holding (ENR 3.6) | <input type="checkbox"/> Name-Code Designators (ENR 4.4) | <input type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR5.1) |
| <input type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2) | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3) | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5) |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6) | <input checked="" type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point | <input type="checkbox"/> Release of Controlled Airspace |

Please use the check box below to indicate whether this is an administrative change:

Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *

~The current/existing situation:

Llanbedr Airfield (EGFD), Gwynedd, is sited on a coastal promontory at the northerly end of Cardigan Bay with bi-directional over-water approaches to the 2000m + main runway (17/35), which is at an elevation of 8m above mean sea level. There are two additional cross runways 05/23 and 15/33. Under aerodrome licensing proposals the runways will be 2,188m, 1,199 and 799m respectively. The local geography is predominantly coastal lowland and farmland within Snowdonia National Park that is bounded to the east by the Rhinog mountains, which rise to 756m at a distance of 9500m (approx.) from the main runway. The village of Llanbedr (population 645, 2011 census) is 2000m (approx.) to the north-east of the northern threshold and there's also a transitory population during summer months at the Shell Island campsite (approx. 1000m to the north-west of the main runway northern threshold) and the Dyffryn caravan park (approx. 500m to the south of the main runway southern threshold). The overall population density is consistent with that for Gwynedd as a whole - i.e. <50 people per square km (National Statistics Wales, June 2018).

Llanbedr Airfield has a long history of research, development, test and evaluation (RDT&E) flying activities, particularly associated with the use of target drones, and also as a secondary/tertiary operating site for RAF Valley (EGOV, approx. 58km north/north-west). An Aerodrome Traffic Zone (ATZ) and the original Danger Area D202 supported these activities prior to the initial airfield closure in 2004, along with extant Danger Area D201, the closest edge of which is 25km (approx.) south-west of Llanbedr.

The airfield currently supports a mix of small (<20kg) and light (<150kg) drone RDT&E and General Aviation (GA) operations with occasional activity also associated with visiting military aircraft and the search and rescue (SAR) helicopter from Caernarfon (EGCK, approx. 35km north/north-west). The airspace is currently Class G. A local Flight Information Service (FIS) has been provided to support day-to-day operations and a Temporary Danger Area (Ref: QINETIQ/MS/AD/LET1404197, 15th September 2014) has recently been consulted on and implemented to support local aerospace RDT&E activities and provide a safe corridor to D201. There are GA aircraft operations most flyable days with an average of 100 to 200 movements per month.

The airfield has also been designated as one of the candidate sites for a UK Spaceport by the Department for Transport (DFT) and Snowdonia Aerospace LLP has recently received a grant award from the UK Space Agency to create a Horizontal Spaceport Development Plan.

~The issue or opportunity to be addressed:

Snowdonia Aerospace LLP is pursuing a number of complementary business opportunities at Llanbedr Airfield relating to aerospace RDT&E and military aircraft training and is submitting multiple Airspace Change Proposals (ACPs) to support these activities.

This Statement of Need relates to an application for a Permanent Airspace Change that will enable Llanbedr Airfield to be used by RAF Valley to support military aircraft training, particularly approach training for Hawk T2s of No.4 and 25 squadrons, thereby allowing fast and slow moving traffic to be separated in the vicinity of Valley itself and also providing a diversion in the event of poor weather.

The objective of the application for a Permanent Airspace Change at Llanbedr is:

- To provide protection for all traffic on the manoeuvring area at Llanbedr (EGFD) and all aircraft flying in the vicinity of the aerodrome via implementation of a standard Aerodrome Traffic Zone (ATZ) extending from the ground up to 2000 feet with a radius of 2.5nm around the midpoint of Runway 17/35.

It is envisaged that the average number of movements will increase to 100 to 200 movements per week, with a maximum of 50 movements per day during peak periods of activity.

The proposal does not form part of the Airspace Modernisation Strategy, but it does not conflict with the plan in any way.

~The cause of the issue or opportunity and any associated factors or requirements (safety, operational, technical, and environmental):

Consolidation of UK military air training at RAF Valley has increased the need for supporting secondary/tertiary airfields to mitigate the potential aviation and programme schedule risks associated with the throughput of student pilots that might arise as a consequence of local air traffic congestion and/or poor weather.

The combination of safety, operational, technical and environmental factors associated with mixing military air training with low volume aerospace RDT&E activities at Llanbedr is consistent with historical operations and was further validated during a successful two-week detachment of Hawk T2s from Valley to Llanbedr during the Eisteddfod in August 2018.

It is anticipated the aerodrome will become licensed during the second quarter of 2020, but in any case, the ATZ will be activated in accordance with the hours of operation of the FIS, expected normally to be Monday to Friday 09:00 to 17:00. A Snowdonia Aerospace

ANSP application is in progress and will necessarily be established prior to approval of the ATZ.

Action is required to upgrade and formalise the airspace local to Llanbedr Airfield as the current provision is insufficient to meet the identified future need and risks restricting opportunities that are in the strategic economic interest of the UK and Welsh governments.

Please specify the altitudes (where applicable) affected by your Statement of Need:

- Surface to below 4,000 feet
- 4,000 feet to below 7,000 feet
- 7,000 feet to below 20,000 feet
- 20,000 feet and above

6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted 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 [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

- Confirmation of Understanding *

Please provide your proposed date for the submission of your change proposal to the CAA. *

28 Sep 2020

Please provide your proposed AIRAC effective date *

AIRAC 03/2021

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module) . *

N/A

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: *

N/A