

**MINUTES OF SNOWDONIA AEROSPACE LLP AIRSPACE CHANGE PROPOSAL (ACP) FOR A DANGER AREA (DA) AT LLANBEDR AIRFIELD ASSESSMENT MEETING HELD BY SKYPE, various locations on 23<sup>rd</sup> January 2020**

21/01/2020

Minutes distribution to Snowdonia representatives and [REDACTED] for re-distribution CAA.

<b>Present</b>	<b>Appointment</b>	<b>Representing</b>
[REDACTED]	Principal Airspace Regulator	CAA
[REDACTED]	Principal Airspace Regulator	CAA
[REDACTED]	Airspace Regulator (Technical)	CAA
[REDACTED]	Airspace Regulator (Engagement & Consultation)	CAA
[REDACTED]	Airspace Specialist (Environment & Analysis)	CAA
[REDACTED]	Airspace Regulator (Utilisation)	CAA
[REDACTED]	Inspector ATS (Operations)	CAA
[REDACTED]	Airspace Regulator (Technical)	CAA
[REDACTED]	Airspace Change Account Manager	CAA

**Snowdonia Aerospace LLP (SA) Attendees:**

[REDACTED]	[REDACTED]	SA
[REDACTED]	[REDACTED]	SA
[REDACTED]	[REDACTED]	SA

	<b>ACTION</b>
<p><b>Item 1 – Introduction</b></p> <p>[REDACTED] welcomed SA and introduced the CAA attendees.</p> <p><u>CAA Assessment Meeting Opening Statement</u></p> <p>CAA noted that the Agenda (as listed as Item Nos in these minutes) and Presentation associated with this meeting were received in advance of the Assessment Meeting and confirmed that the documents would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:</p> <ul style="list-style-type: none"> <li>• for the Sponsor to present and discuss their Statement of Need,</li> <li>• to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,</li> </ul>	

- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

**Item 2 – Statement of Need (discussion and review)**

CAA advised that this ACP for a DA would be classified as Issue 2. The original ACP application had embraced both a DA and the ATZ. Subsequent to this, revised applications were made to split the two different proposals and make independent applications for each ACP. The DA, previously discussed, had taken the original application submission number and the revised Statement of Need for that required it to be called Issue 2.

The Statement of need for the separate ATZ Airspace Change Proposal was new and has therefore been allocated a different number and consequently could be named as Issue 1 (See separate Application and Minutes).

Post meeting note:

The Reason the Danger Area ACP Statement of Need is the second issue is that it was determined before this Assessment Meeting that the Snowdonia Aerospace ACP applications should be separated. One application for the DA and one separate application for the ATZ.

Firstly, at the time of this decision, there was a probability that the ATZ Policy would allow a shorter transit through Gateways and so a decision could be determined in a shorter time frame than the DA ACP.

Secondly, by combining the two, if one part of the application was unsuccessful then the entire ACP would fail which would be detrimental to all that was to be achieved by the part of the application that would otherwise have been approved.

**Llanbedr Airspace (Danger Area) (N.B. SoN Issue 2 for ACP-2019-58)**

■ Introduced the SA Presentation commencing with an overview of the current situation and the opportunity available to ensure all parties were familiar with what SA is seeking to achieve and why.

He highlighted the key points in the written text Overview of Llanbedr Airfield and then commented on the aerial photographs in the presentation in turn. The first view looking from above the airfield to the west over Cardigan bay illustrated the airfields remote and rural siting. He referred to the existing approved (and previously consulted on) Temporary Danger Area (TDA) and how it sits fully left and right of the image and approximately 40% of the way across the bay.

In relation to the slide looking east over the mountains of Snowdonia National Park Where there is very little air traffic. The first range of hills are the Rhinogs rising to 2,000ft and some 2kilometeres from the airfield.

The slide of the airfield itself is a view to the north showing how flat and open the airfield is and its large perimeter where Visual Line of Sight (VLOS) and Extended line of Sight EVLOS have taken place.

The next slide is a graphic illustrating the extent of the airfield along with a map showing the proximity to RAF Valley to the North West and Caernarfon Airport where Search and Rescue are based.

### **Item 3 – Issues or opportunities arising from proposed changes**

Opportunity to be addressed. The points on this slide were highlighted including the drone R & D and complimentary opportunities. The work in relation to new and novel forms of aviation tied in with the government strategy driving urban air mobility and emerging technologies in future flight.

Llanbedr is recognised as a national asset and increasing customer demand year on year has meant the TDA provided to date does not now meet the need and demand to support the UK aerospace sector. With a permanent DA in place, rather than having trials in a TDA for one or two months per year the demand from the aerospace community would be up to 20 trials per year increasing business activity and UK R & D in this sector.

A permanent DA at Llanbedr would enable SA and its customers to have confidence and guaranteed airspace provision and avoid protracted delays, costs and risks associated with any application for further TDA's. A TDA by name is only of a Temporary nature and the business growth in this sector over recent years and increased demand from UK businesses cannot develop their technology with the current risks and delays. SA has already lost business from UK customers looking for a more secure environment to undertake Beyond Visual Line of Sight (BVLOS) flying with them moving abroad to other European Centres.

A permanent DA at Llanbedr would support and facilitate the growth of the aerospace sectors the UK Govt / DFT are particularly keen to develop. The Future Flight Programme is one example of the UK's commitment in this sector.

█ read from the slide that the objective of the application for a Permanent Airspace Change for a DA at Llanbedr is:

“To provide an environment for safe operation of all ongoing aerospace-related Research, Development, Test and Evaluation (RDT&E) activities in the vicinity of Llanbedr Airfield (EGFD) and the ability for associated aircraft to transit safely to / from Danger Area D201 to undertake extended range / endurance / altitude testing (in accordance with extant D201 procedures) without concern for other air traffic”

### **Item 4 – Options to exploit opportunities or address issues identified**

█ stated in relation to exploiting opportunities, Item 4, on the agenda, that in doing all of the above this supports the Airspace Modernisation Strategy in VCAP 1711 and that we would explore airspace integration issues as laid out in that document.

The next slide in the Presentation illustrated the original TDA consulted on in 2014 and █ stated that in relation to airspace volume we still felt this was sufficient to meet the need. He stated there were three areas, Area A centred on the

<p>aerodrome longest runway 5nm radius and from Surface to 6,000ft. Areas B &amp; C provided a 10nm wide corridor to D201 with Area B surface to 6,000ft and Area C from 2,000 to 6,000ft which provided a tunnel for low flying RAF Valley traffic to and from the Mac Loop. The TDA had worked well for the last 4 or 5 years without presenting any issues and we felt it was the start point for the current opportunity we are now applying for.</p> <p>SA must consider Danger Area Policy, Buffer Policy with Valley activity above and this must be considered throughout the design.</p>	
<p><b>Item 5 – Provisional indication of the scale level and process requirements</b></p> <p>■ moved the meeting onto Agenda Item 5.</p> <p>■ stated that what had been presented demonstrates quite well you have a demand that would be satisfied by an airspace change. He asked about the position of Llanbedr village</p> <p>■ said Llanbedr village was 2kilometers to the NE with a population circa 600</p> <p>CAA said the level for this application would not be determined until the application went through the Stage 2 Develop and Assess Gateway. The proposed structure is below 7,000ft and over a populated area therefore the CAA stated this would initially be an indicative Level 1. Within all Levels it is possible to scale the process, it is however up to the Sponsor to identify suitable scaling opportunities in accordance with CAP 1616 and their individual proposals and then provide this justification to the CAA for review.</p>	
<p><b>Item 6 – Provisional process timescales*</b></p> <p>■ showed the SA proposed timeline on screen.</p> <p>CAA referred to the gateway process and said a new version of CAP1616 had been published the previous day together with a guidance document that explained what changes had been made.</p> <p>■ said there were now subtle differences between a Trial or Temporary Application.</p> <p>It was said SA had been ambitious with their proposed scaling though SA had promulgated the full number of stages however CAA could not commit to this due to activity outside of their control. CAA stated that at the direction of the Secretary of State prioritisation of GNSS applications was necessary. Also the Future Airspace Master Plan was a priority (see note below). CAA added that DFT would be informed when other Sponsors are affected.</p> <p>SA acknowledged that Level 1 ACP's can be scaled if sufficient justification can be provided by the Sponsor. SA must also provide written justification and reason for any proposed scaling.</p> <p>CAA advised that the Notification of a Gateway is through the Gateway timeline request proforma and documents to support the Gateway must be received a minimum 2 weeks ahead of the Gateway.</p>	<p><b>See Next Steps below for Actions.</b></p>

■ said that he recognised the timeline was raw and he did not know a definite start date. He would now re-work this in the light of this discussion and also factor in bank holidays etc.

CAA said they would analyse the submission against the workload in line with the earlier statement on priorities and the scaling justification.

■ noted that the 2014 consultation was quite broad in relation to the military contacts but consultation with the military should all go through Defence Airspace and Air Traffic Management (DAATM).

■ acknowledge this saying he was aware a contact in this section was ■.

CAA said engagement with stakeholders starts at Stage 1 and 2 and everything SA do must have documentary evidence to back it up. Also on the engagement while what SA use in terms of documents and formats may be the same, SA will have to go through it again for the two different ACPs setting out clearly why there are two separate ACP applications being made.

■ referring to the Stage 3 Consultation asked if this had to be the full 12 weeks.

CAA said that the process allows to scale a consultation period. A strong rationale must be provided for the CAA to consider a reduced consultation period.

■ referencing the environment said this assessment was also scalable as long as a robust justification was provided to CAA in the way you assess impact.

■ said SA were currently conducting a development activity assessment for the U.K. Space Agency and part of that involved environmental, economic and noise impact assessments and suggested some of that material may be used.

CAA flagged air quality and ecology and suggested this work may be more relevant to operations and development on site rather than aircraft operation.

■ said any information taken from other planning procedures was likely to assist CAA.

■ said that said once we have the proposed time line the CAA will have to look at how it is managed in relation to other work already scheduled in.

■ further stated: It has been understood from the outset and the CAA are aware that a second ACP is going forward. While the two are being dealt with as individual ACP's in terms of transparency and openness it is important that some of the detail of the second proposal is understood especially from an aircraft movements perspective.

■ said that as ■ had confirmed the application falls within the ACP process and it would be provisionally assigned Level 1. SA were reminded of their responsibility to complete notes of the meeting and submit within one week with publication on the Portal due in two weeks.

■ asked about the validity of an application for Trials Airspace to bridge the gap until the DA ACP was approved.

<p> <span style="background-color: black; color: black;">[REDACTED]</span> said collectively let's see the finalised time line for this permanent application and in the meantime 3<sup>rd</sup> party applications for the use of Llanbedr's infrastructure encompassed with a TDA may continue. He also advised CAP 722 was being re-written. (Unmanned Aircraft System Operations in UK Airspace). </p> <p> <i>* The provisional timeline put forward at this assessment meeting will be subject to change by the CAA. This will currently mainly be for two reasons;</i> </p> <ol style="list-style-type: none"> <li>1. <i>The SoS has directed us to prioritise GNSS applications which may have an impact on your ACP if we need to direct resource accordingly</i></li> <li>2. <i>The FASI(S) masterplan requires proposals within that plan to be progressed in a coordinated way, in accordance with a programme plan. Once this masterplan has been accepted by us, it may require us to rearrange Gateway bookings to achieve coordination which may include changing a gateway slot that you have previously been targeting.</i></li> </ol>	
<p><b>Item 7 – Next steps</b></p> <ol style="list-style-type: none"> <li>1. SA to resubmit timeline for ACP-2019-58 Danger Area proposing timeline to the CAA following the assessment meeting discussion.</li> <li>2. SA to provide a written rationale with justification for scaling ACP-2019-58 Danger Area application</li> </ol>	
<p><b>Item 8 – Any other business</b></p> <p>Post Minute notes from SA. The RAF Hawk trial at Llanbedr was indeed booked for two weeks but the actual flying days were Monday 7<sup>th</sup> August to Friday 11<sup>th</sup> August and this was 2017 not 2018.</p>	