



**Snowdonia Aerospace Airspace Change Proposal
Statement of Need, ACP-2019-58
Llanbedr Danger Area (DA)**

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Presentation Overview



1. Overview of Llanbedr Airfield and current situation
2. Overview of opportunity to be addressed
3. Statement of need

Overview of Llanbedr Airfield



- Llanbedr Airfield is sited at the north end of Cardigan Bay at an elevation of 8m above mean sea level with over-water approaches to the main runway (17/35) and with two additional runways 15/33 and 05/23. Post licensing runway lengths will be 2,188m, 1,199 and 799m respectively
- Llanbedr has a long history of research, development, test and evaluation (RDT&E), particularly associated with the use of target drones, and also as a secondary operating site for RAF Valley
- An Aerodrome Traffic Zone (ATZ) + original Danger Area D202 supported activities prior to initial closure in 2004, along with extant Danger Area D201, the closest edge of which is 25km south-west
- The airfield currently supports a mix of small (<20kg) and light (<150kg) drone RDT&E and General Aviation (GA) with additional activity associated with visiting military aircraft and search and rescue (SAR) helo from Caernarfon. There are ops most days with an average of 100-200 movements/month
- Airspace is Class G. A Flight Information Service (FIS) has been provided to support day-to-day ops and a Temporary Danger Area has been consulted on and implemented to support RDT&E activities
- The airfield has also been designated as one of the candidate sites for a UK Spaceport and Snowdonia Aerospace LLP has received a grant award to create a Horizontal Spaceport Development Plan

Overview of Llanbedr Airfield (cont.)



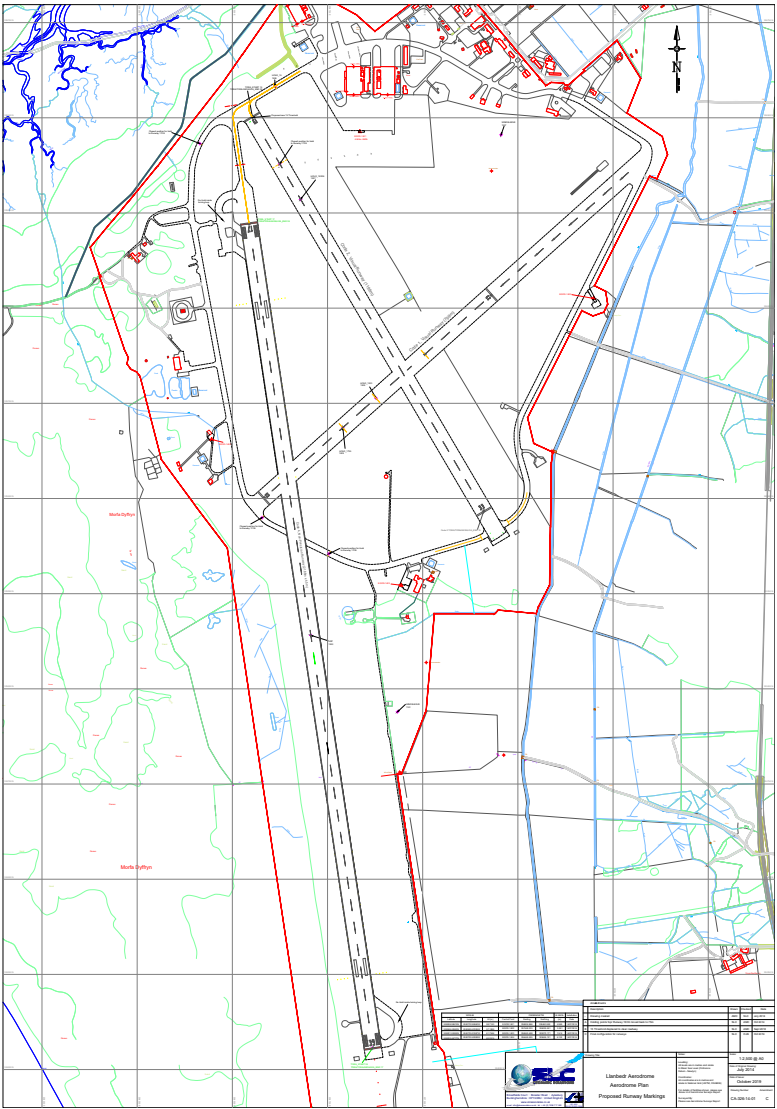
Overview of Llanbedr Airfield (cont.)



Overview of Llanbedr Airfield (cont.)



Overview of Llanbedr Airfield (cont.)



MILITARY LOW FLYING SYSTEM
MILITARY LOW FLYING OCCURS IN MOST PARTS OF THE UK AT ANY
HEIGHT UP TO 2000 FEET ABOVE THE SURFACE. HOWEVER, THE
GREATEST CONCENTRATION IS BETWEEN SURFACE AND 1000 FEET
AND PILOTS SHOULD AVOID FLYING IN THAT HEIGHT BAND WHENEVER
POSSIBLE. DETAILED INFORMATION CAN BE FOUND ON CHART OF UK
AIAA, ATA AND MILITARY LOW FLYING SYSTEM (UK AIP ENR 6.76).

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
- UK Government Aerospace Industrial Strategy, 2018, states that:
‘Environmentally-friendly aircraft will increasingly incorporate electric technologies, and we anticipate more aircraft operating autonomously in the future. New markets for drones and Urban Air Mobility vehicles will be developed. We want the UK to be at the cutting edge of these exciting developments
- Llanbedr is a national asset for aerospace RDT&E in the UK and there has been increased demand in recent years given its ideal location for Beyond Visual Line-of-Sight (BVLOS) drone testing and electric aircraft testing. These activities have been satisfied to date by use of a Temporary Danger Area, but demand is now such that an application for a Permanent Airspace Change is warranted
- The combination of safety, operational, technical and environmental factors already pertaining to low volume RDT&E activities is not expected to change. It is also envisaged that the average number of aircraft movements during any given trial will remain low, typically 5 to 10 movements per week, but that the number of trial activities will increase to 20+ per annum

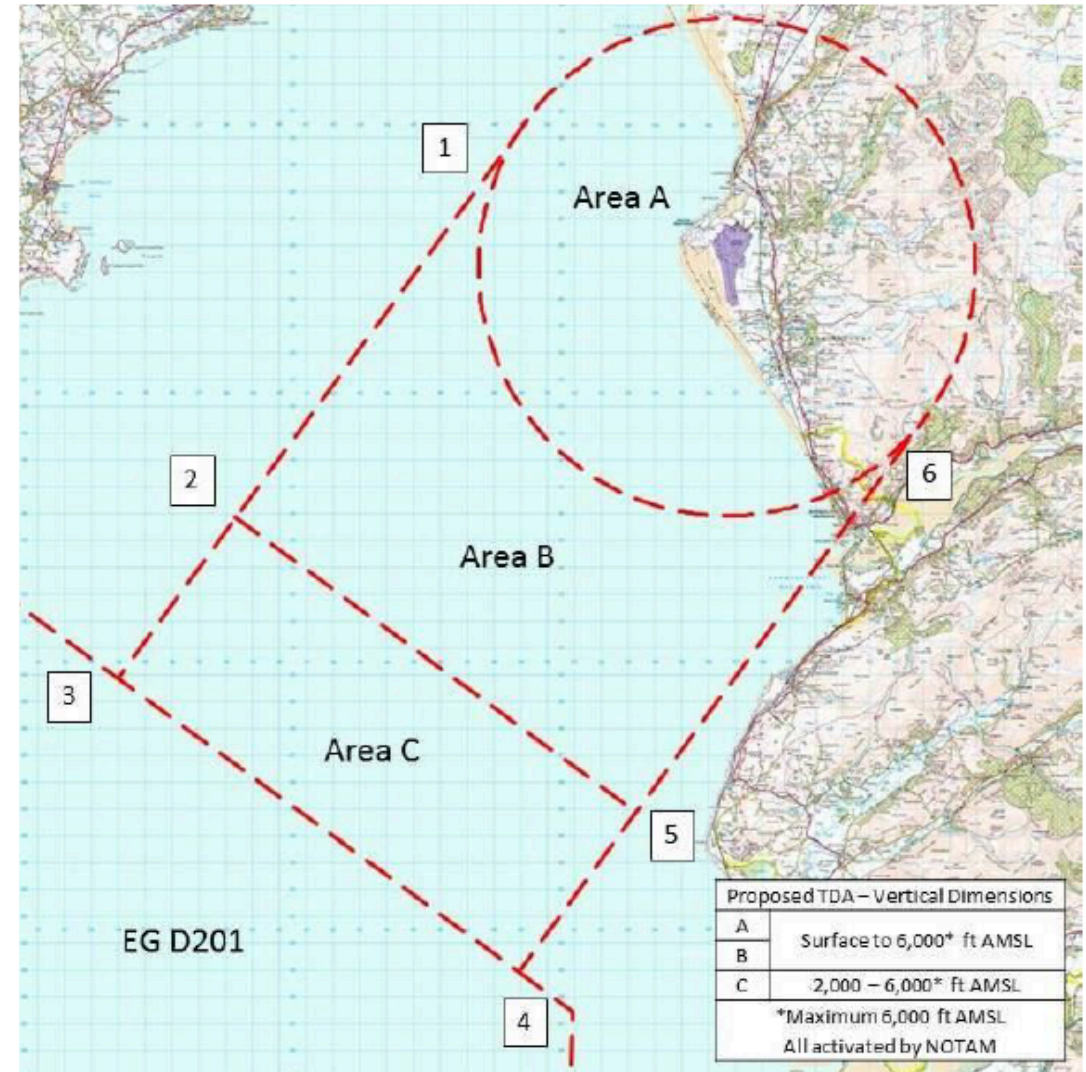
Statement of need



- This Statement of Need relates to an application for a Permanent Airspace Change that will enable Llanbedr Airfield to increase support to next-generation UK aerospace RDT&E
- The objective of the application for a Permanent Airspace Change 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*
- The proposal explicitly supports the Airspace Modernisation Strategy (CAP1711) by creating a permanent test zone in which to explore the airspace integration issues associated with new airspace users such as drones that are currently identified as “unknowns” in Chapter 5 of CAP1711

Statement of need (continued)

- The airspace design previously consulted upon in support of Temporary Danger Area, Ref: QINETIQ/MS/AD/LET1404197, 15th September 2014, is considered sufficient to meet this need
- Area A is 5 nautical mile radius, centred on Llanbedr Aerodrome runway 17/35 at 524818N 0040739W





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