

SSC- CAA0302DP1B –Responses

DP 1. The Safety of other air users and the public is the paramount design principle to be used in the ACP.

Do you agree that constitutes a design principle?

Please rank this in order of importance , 'A' being highest and 'E' being lowest.

(Bristows)YES A

(HIAL) YES

(MET) YES A

(LM) YES A

DP 2. SSC will produce a report detailing the environmental and noise effects of rocket launch from Unst.

Do you agree that constitutes a design principle?

Please rank this in order of importance , 'A' being highest and 'E' being lowest.

(Bristows)YES A

(HIAL) YES

(MET) YES A

(LM) YES B

DP 3. The airspace volume should be as small as possible to minimize the impact on existing air users.

Do you agree that constitutes a design principle?

Please rank this in order of importance , 'A' being highest and 'E' being lowest.

(Bristows)YES A

(HIAL) YES

(MET) YES B

(LM) YES E

DP 4. The duration of the airspace activation should be kept to a minimum and SSC should look at the possible impact of concurrent operations of other airspace e.g. Cape Wrath.

Do you agree that constitutes a design principle?

Please rank this in order of importance , 'A' being highest and 'E' being lowest.

(Bristows)YES B

(HIAL) YES

(MET) YES B

(LM) YES D

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DP 5. Airspace notification should be timely and accurate with an established method for rapid notification.

Do you agree that constitutes a design principle?

Please rank this in order of importance , 'A' being highest and 'E' being lowest.

(Bristows)YES A

(HIAL) YES

(MET) YES A

(LM) YES A

DP 6. A process to allow some special air users to enter the airspace safely and halt launch operations should be established.

Do you agree that constitutes a design principle?

Please rank this in order of importance , 'A' being highest and 'E' being lowest.

(Bristows)YES A

(HIAL) YES

(MET) YES A

(LM) YES B

While we believe that DP6 is of importance there needs to be a balance between allowing special users into the airspace and managing the impact that may have on existing pre-planned launch windows and/or operations at the site. For example, allowing access to the airspace for an emergency activity and halting a launch operation is understandable but if that halted launch is on the last day of the agreed launch window how is the LSO going to manage that – ask the current LSP to vacate for the next LSP in line or have a level of tolerance to accommodate for special access needs to airspace?

DP 7. Other International airspace agencies should be included in the airspace design process.

Do you agree that constitutes a design principle?

Please rank this in order of importance , 'A' being highest and 'E' being lowest.

(Bristows)YES A

(HIAL) YES

(MET) YES A

(LM) YES C

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DP 8. Airspace design should meet duties and requirements of other public agencies placed upon SSC.

Do you agree that constitutes a design principle?

Please rank this in order of importance , 'A' being highest and 'E' being lowest.

(Bristows)YES A

(HIAL) YES

(MET) YES B

(LM) YES C

DP 9. Local agreements to minimize the impact of the space port on its neighbours will have to be negotiated.

Do you agree that constitutes a design principle?

Please rank this in order of importance , 'A' being highest and 'E' being lowest.

(Bristows)YES A

(HIAL) YES

(MET) YES A

(LM) YES B

DP 10. The Airspace change will take account of ongoing and continuing airspace management and policies.

Do you agree that constitutes a design principle?

Please rank this in order of importance , 'A' being highest and 'E' being lowest.

(Bristows)YES B

(HIAL) YES

(MET) YES A

(LM) YES C