



**Snowdonia Aerospace Airspace Change Proposal**  
**Statement of Need, ACP-2020-02**  
**Llanbedr Aerodrome Traffic Zone (ATZ)**

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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.)



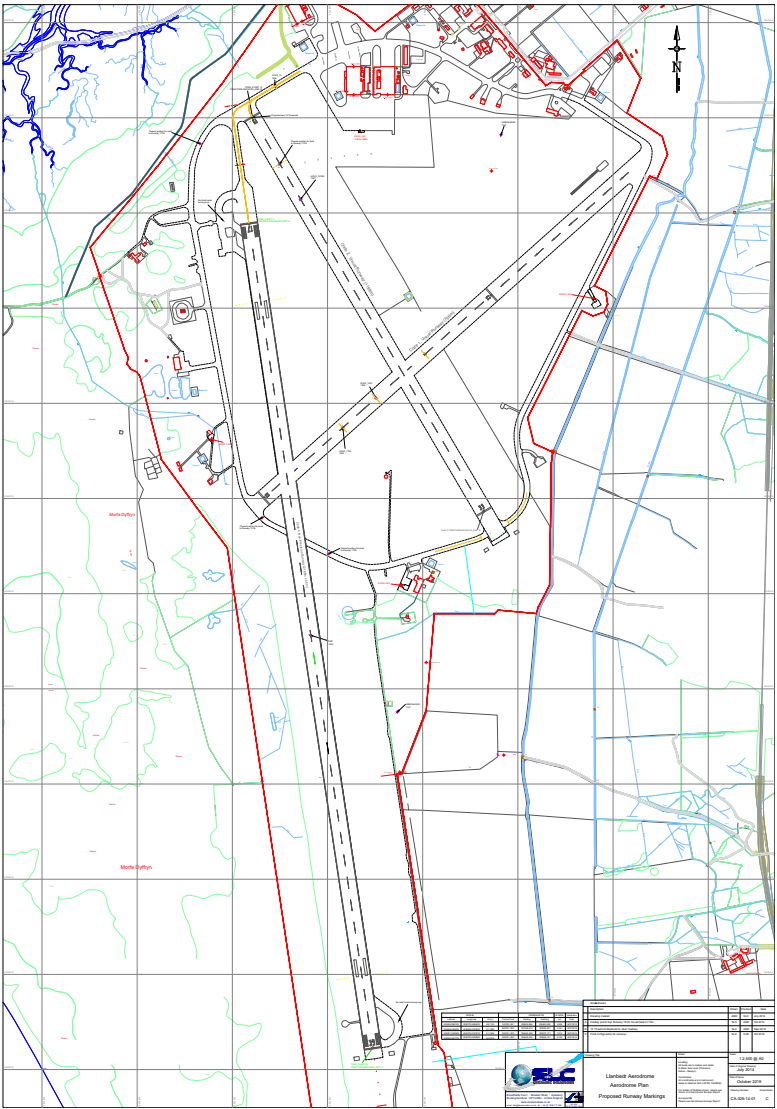
# Overview of Llanbedr Airfield (cont.)



# Overview of Llanbedr Airfield (cont.)



# Overview of Llanbedr Airfield (cont.)



# 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
- Consolidation of UK military air training at RAF Valley has increased the need for supporting local secondary/tertiary airfields to mitigate potential aviation and programme schedule risks
- To support this opportunity, Snowdonia Aerospace is in the process of applying for an Aerodrome Licence and implementing an Air Navigation Service Provision (ANSP). Both activities are on track for completion by April 2020
- Further 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
- 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 ops and was validated during a successful detachment of Hawk T2s from Valley to Llanbedr during the Eisteddfod in August 2017



# Statement of need



- 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



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