



**Snowdonia Aerospace Airspace Change Proposal
Design Principles (Stage 1B), ACP-2020-02
Llanbedr Aerodrome Traffic Zone (ATZ)**

Annex 1 - Supporting Evidence

Document Details

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Author		Consultant
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Executive Summary

This document provides supporting evidence as an annex to the “Stage 1B Design Principles” element of the Snowdonia Aerospace LLP submission for an Airspace Change Proposal, Reference: ACP-2020-02, Llanbedr Aerodrome Traffic Zone (ATZ), under the Civil Aviation Authority (CAA) CAP1616 Airspace Change Process.

Snowdonia Aerospace LLP is continuing to progress and further develop a number of complementary business opportunities at Llanbedr Aerodrome relating to aerospace Research, Development, Test and Evaluation (RDT&E) and military aircraft training. To support these operations (and others) action is required to upgrade and formalise the current airspace around the Aerodrome as the present 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 and required to sustain long term employment in the region. Snowdonia Aerospace LLP (hereafter also referred to as the Change Sponsor) is therefore developing two Airspace Change Proposals (ACPs) to underpin these activities:

- ACP-2019-58, Llanbedr Danger Area (DA), which can be accessed online via: <https://airspacechange.caa.co.uk/PublicProposalArea?plD=193>
- ACP-2020-02, Llanbedr Aerodrome Traffic Zone (ATZ), which can be accessed online via: <https://airspacechange.caa.co.uk/PublicProposalArea?plD=211>

This document relates to the latter application, ACP-2020-02, that has been prompted by an opportunity for Llanbedr Aerodrome to be re-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 aircraft traffic to be separated in the vicinity of Valley itself and also providing a diversion in the event of poor weather. Whilst the initial opportunity relates to military air training, it should be noted that the ATZ is a standard safety measure that will protect all current and forecasted mixed-use aviation operations in the vicinity of Llanbedr Aerodrome.

The CAA Civil Aviation Publication CAP1616 defines a six-stage process through to implementation of a permanent airspace change, some of which have more than one step. This document addresses the requirements for Stage 1B: Design Principles.

The design principles encompass the safety, environmental and operational criteria and strategic policy objectives that the Change Sponsor aims for in developing the airspace change proposal. Key to the process is a two-way conversation with relevant stakeholders and interested parties that provides an opportunity to combine local context with technical, operational and safety considerations. The desired outcome is a shortlist of principles to inform the development of airspace design options and against which they can be qualitatively evaluated.

The engagement strategy has been dictated very strongly by the impact of the Covid-19 pandemic, the need to avoid face-to-face meetings and to move all communication to email and video/phone conferencing. This introduced a slight hiatus in the immediate aftermath of the UK-wide lockdown on 23rd March 2020, but the breadth and scope of the engagement has not been unduly affected.

Snowdonia Aerospace (SAC) has undertaken a number of stakeholder engagement activities to help shape the ATZ design principles. In addition to a number of targeted stakeholder meetings, a questionnaire was also sent out to over 160 stakeholders and interested parties and 55 responses were received. This document details the minutes of the stakeholder meetings and the completed questionnaires as an annex to the Stage 1B Design Principles report.

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1. Minutes of stakeholder meetings

We adopted a two-stage engagement process, initially seeking the opinion of the two communities that are most likely to be impacted by the proposed airspace change, namely the current airspace user community directly associated with operations at RAF Valley and the residential and land owner community local to Llanbedr via Gwynedd County Council and local community councillors. The initial airspace user community engagement proceeded as planned via teleconference on 26th March 2020, but the local community engagement event that had been scheduled for 15th April 2020 had to be rearranged to 12th May via videoconference. A further video conference was also held with the local Member of Parliament along with other local councillors on 15th May 2020.

The minutes of the meetings are included here as supporting evidence.

1.1. Minutes of meeting with RAF Valley, Thursday 26th March 2020



MINUTES OF LLANBEDR CONSULTATIVE AIRSPACE MEETING
Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02
with RAF Valley by telephone conference held on Thursday March 26th 2020

10th April 2020

Present

Snowdonia Aerospace LLP (SAC)



RAF Valley



22 Group



MOD DAATM*



QinetiQ



*DAATM - Defence Airspace Air Traffic Management

*STANAT – Standards and Training

Agenda

1. General intro to Llanbedr and background to ATZ ACP - Snowdonia Aerospace
2. Introduction to Design Principles and objectives for discussion - Snowdonia Aerospace
3. Round table discussion of Design Principles - ALL

All information will ultimately be recorded on the CAA portal:

<https://airspacechange.caa.co.uk/search/?search=Llanbedr>

The full CAP1616 guidance can be found here:

https://publicapps.caa.co.uk/docs/33/CAP1616_Airspace%20Change_Ed_3_Jan2020_interactive.pdf

██████████

Introduced everyone on the call, noted that a number of slides had been provided in advance of the meeting and handed over to Llanbedr.

Note: Due to the CAA policy of redaction once minutes are agreed most references in the minutes will be 'Valley said', 'SAC said' etc.

Item 1 – General Introduction to Llanbedr and background to ATZ ACP

██████████ for SAC thanked all for attending at a difficult time with the Coronavirus lockdown commenced and imagined that the ACP would carry on with CAA working from home and potentially may not affect timeline although consultation would have to be by telephone. He said ██████████ would lead on the ACP and he would take minutes.

Snowdonia Aerospace (SAC) had been working with RAF for a number of years with respect to RAF utilisation of Llanbedr and the ATZ application was entirely because of potential RAF use.

██████████ for SAC continued illustrating the Presentation overview in slide 2 and then referring to the overview of Llanbedr Airfield on slide 3. He passed over slides 4, 5 and 6 photographs of Llanbedr, and Slide 7, an aviation chart illustrating the location of the airfield and proximity to RAF Valley, as everyone was familiar.

Moving to Slide 8 'Opportunity to be addressed' he said that as a part of process we have had to identify the business imperative of the ACP which covered new and novel forms of aviation and support to Valley in terms of military aircraft training. The requirement for ATZ was in terms of meeting that objective.

The aerodrome was in the process of applying for an aerodrome licence and was, as of 19th March, now an Air Navigation Service Provider (ANSP) in our own right. (Not yet updated in the slide) As a cost will be incurred in relation to completing the aerodrome licence it is the intention that would be in place within three months of signing a Contract with the RAF.

SAC had been pushing with CAA our belief this is a relatively straightforward airspace change in that we are not asking for anything that has not been there in the past, there was an ATZ until 2004, and the nature of the business today was completely consistent with the historic operations over the last 50-60 years and was recently validated with the successful Hawk trial.

Moving on to the Statement of Need, slide 9, there was a short concise objective for the ACP referencing a standard ATZ which SAC confirmed for Llanbedr as ground to 2,000ft and 2.5nm radius around the centre point of the main runway 17/35.

It was the number of movements envisaged that had caused some consternation with the CAA and this would be a main part of discussion today. CAA have put in place a new Policy for the implementation of an ATZ, a short easy to follow process, but CAA view however was that this Policy was intended only to protect existing traffic at an aerodrome and that the purpose we are looking for is to increase traffic. Therefore they have asked that we follow the full Cap 1616 process and they have rated us as Level 1.

██████████ joined the meeting.

Item 2 – Introduction to Design Principles and objectives for discussion

Moving to slide 10.

SAC said there are 7 stages. Stage 1 design, 2 appraisal of options 3 consultation, 4 submission to CAA, 5 CAA consideration, 6, the decision & implementation, 7 review in the future.

We are at Stage 1 looking at design options and the design principles. In terms of design options, an ATZ is an ATZ standard definition as per the ANO but we are being asked to look at some of the design principles, and that requires us to have a two way conversation with relevant stakeholders that provides an opportunity to bring some local context & to assess that against the technical operational and safety considerations. SAC referred to all the items on the left column of the slide.

In terms of the local environmental consideration that get set against that and particularly pertinent at Llanbedr for the ATZ with the purpose of military training we will we need to consider noise primarily, noise contours in the ATZ, traffic patterns, frequency of operation, flight profiles, alternative profiles for respite, we need to be conscious of Co2 emissions, air quality and access for GA.

SAC said that it would be that righthand column in slide 10 that was likely to be the most demanding. SAC had come to RAF Valley as the primary stakeholder and we will also be talking to other stakeholders. SAC had sessions lined up with various local Community Councils on 15th April and will be talking to the GA community and other stakeholders appropriately.

We may need to convene a focus group and third-party facilitator if there are issues to be resolved.

The proposed timeline puts the first Gateway review where we present back to CAA to be conducted on the last Friday in June. By then SAC said they would be getting to a short list of principles that will inform the development of the airspace design options. For the ATZ there is only one option, an ATZ is an ATZ, but there will be factors we will hopefully discuss this afternoon that will hope mitigate some of the issues associated with that and may need to be recorded in a form that can be qualitatively evaluated.

SAC concluded introducing agenda item 3.

Item 3 – Round table discussion of Design Principles

RAF Valley stated as far as counting military traffic in the requirement was concerned the point at which it could be counted could only be when the business case was signed off and the growth traffic was delivered. The timeline for the business case was unsure but Group are doing what they can to expedite.

DAATM were introduced as the expert on the ACP process. They explained they are full time military but based alongside CAA and are there to ensure Mod requirements are maintained, they are involved with a lot of ACP's military and civil. They understood the direction to follow CAP116 and suggested the timescale could be open to scaling but SAC explained they had already addressed this and this was the best option they were able to agree with CAA.

DAATM said the paperwork did not present design principles, have seen list on list of design principles in fact they were seriously missing, and developing design options from the principles was important.

SAC thanked DAATM but said it is important we start on the right track, but we had not attempted to go into the design principles in this presentation but just presented the bullet points from CAP 1616 for a framework for discussion. Work on the design principles would continue. The two elements were together as they are to go through a combined Gateway. Stage 1 and Stage 2 presented simultaneously at the end of June.

DAATM advised that it would be important to keep the design principles and the design options quite separate to follow process. In relation to the timeline DAATM said MOD would be as forward moving as possible on this and answer questions as quickly as possible but bearing in mind it is a civil airspace change proposal which the military would then be looking to make use of.

Valley STANAT had no issues with this proposal.

Group said the proposal is definitely positive in terms of operating from Valley, as it provides a diversion, airspace use, somewhere to take the load off north south runway diversions, which are all very sensible arguments. The speaker said he had used Llanbedr himself in the 80's when it was very much a busy airfield and busy airspace. The only issue there is an awful lot of paperwork to get the business case through in a reasonable time.

SAC said they appreciated there was a lot to do to get business case approved but we did need to work in parallel assuming that does happen in order to meet your timelines. SAC acknowledge at this stage there cannot be an absolute commitment.

Another representative from Group said the business case was progressing nicely and a single source contract with Llanbedr provides the only solution that is acceptable to Valley. The slow part is the commercial process, this is one of many contracts the team manage but Group will do everything we

can to progress this. Realistically this could be up to a nine-month period, not to say it will take that, but it could. Group will progress as quickly as we can.

QinetiQ said on the whole they are content with this ACP as it has little to affect the range operation. They would be interested in feedback from other consultative meetings in relation to possible displacement of traffic in relation to the other SAC proposal for a DA. The ATZ gives no concerns.

SAC said they had made a temporary ATZ application in early March to AROps and copied Valley in. This was on the basis AROps had said that was still a possibility with a simple NOTAM application, but we had heard nothing since.

Valley said the summary from the military users will be as supportive as possible. However, it should be noted the traffic is not guaranteed until the business case is signed off and due commercial process has taken place.

SAC said in terms of helping with the design principles a better understand of the proposed flight profiles and frequencies would be helpful.

Valley confirmed they are looking at visual procedure only at the moment, visual to join and circuits but prospective flight paths they can work with SAC on that.

SAC also asked about any existing information on Noise and air quality,

Valley said they would see what they can find and try and support.

Valley asked if SAC had consulted with GA yet.

SAC said other than with the Llanbedr Flying School not as yet but over the past number of years we have presented at the Valley Airspace Users Symposium and we felt the airspace users are aware of how things are progressing and what are trying to do

Valley said that the CEO of the LAA had raised a question about the north south traffic and wanted an assurance that if the ATZ was H24 traffic would not be prohibited.

SAC said that once licensed we will promulgate hours of operation, most likely 9 – 5 Monday to Friday and without the FISO in place giving a service the ATZ is not there. We do have our own ANSP now and can give traffic information. The Valley Contract will enable us to provide that service regularly and provide therefore better information for all traffic in the area.

There was a suggestion that under SERA an ATZ would be H24.

DAATM said it would not be possible to justify an H24, it can be 9 – 5.

Regarding further consultation DAATM also recommended SAC get the National Air Traffic Management Committee (NATMAC) email list from CAA.

Group said they had just checked the Temporary ATZ in CAP1616 there is a provision for a max 90 days but extendable to 180 days.

Actions

1. Valley to provide information of prospective flight paths for joining at Llanbedr and circuits.
2. Valley to investigate what information they have on noise and CO2 emissions.
3. SAC to contact CAA for NATMAC list and write direct to CEO LAA
4. SAC to confirm definitively the ATZ would not be H24 and anticipated hours.

Post minute note: SAC also to update AROps on revised expected need for the commencement of the Temporary ATZ and ask about progress.

Presentation material for meeting with RAF Valley, Thursday 26th March 2020



Snowdonia Aerospace Airspace Change Proposal
Design Principles, ACP-2020-02
Llanbedr Aerodrome Traffic Zone (ATZ)

March 2020

Snowdonia Aerospace

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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
4. Design principles

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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 2,180m, 1,139 and 299m respectively.
- Llanbedr has a long history of research, development, test and evaluation (RD&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 (DA) supported activities prior to initial closure in 2004, along with extant Danger Area (DA), the closest edge of which is 2.5km south-west.
- The airfield currently supports a mix of small (<25kg) and light (<150kg) drone RD&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 considered on and implemented to support RD&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.

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Presentation material for meeting with RAF Valley, Thursday 26th March 2020

Overview of Llanbedr Airfield (cont.)

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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 Procedure (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 raising 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

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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 Nos 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 increasing area at Llanbedr (IGTD) and all aircraft flying in the vicinity of the aerodrome via an extension of its current 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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Design principles - objectives

- A two-way conversation with relevant stakeholders that provides an opportunity to combine local context with technical/operational/safety considerations
- Topics for discussion:

Technical/operational/safety considerations	Local/environmental considerations (see environmental matters & assessment table)
<ul style="list-style-type: none"> the operational use of the proposal safety constraints or opportunities operational constraints or opportunities technical opportunities or opportunities ANSP constraints or opportunities the policy and regulatory framework with which the proposal must comply 	<ul style="list-style-type: none"> Risks Access Proposed flight profiles, traffic patterns, frequency, results NOI All quality Access for General Aviation
- Environmental considerations are likely to be priority for ATZ design principles
- A focus group and independent third party facilitator maybe required to resolve

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Design principles - desired outcomes

- A shortlist of principles to inform the development of airspace design options and against which they can be qualitatively evaluated
- A record of any other design principles that were suggested by stakeholders, but not shortlisted
- CAA will expect to receive the following output from this activity:
 - a list of those stakeholders engaged
 - the methodology applied to identify them
 - an explanation of the engagement methods employed
 - a chronology of the engagement activity
 - an explanation of the issues raised during the engagement process and of how stakeholder feedback influenced the final set of principles
 - evidence of a two-way conversation – i.e. copies of all correspondence between the change sponsor and stakeholders
 - the design principles chosen
 - the rationale behind the decisions to adopt those principles including evidence

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1.2. Minutes of meeting with Gwynedd Council, Tuesday 12th May 2020



**Snowdonia Aerospace Airspace Change Proposal (ACP) ACP-2020-02
Llanbedr Aerodrome Traffic Zone (ATZ) Engagement Meeting**

13:00 Tuesday 12th May 2020

Following questions from Gwynedd Council on the Engagement Questionnaire for the above ACP a virtual engagement meeting was arranged with the following:

Representatives from Snowdonia Aerospace (SAC)

[Redacted]

Representatives from Gwynedd Council

[Redacted]

Representative from Snowdonia National Park Authority

[Redacted]

Representative Grŵp Llandrillo Menai

[Redacted]

Representatives from Welsh Government

[Redacted]

Apologies received:

[Redacted]

Agenda

1. Introduction [REDACTED] /Apologies for Absence
2. Snowdonia Aerospace to describe a brief background & the process taking place
3. Snowdonia Aerospace to describe the ATZ & run through the Engagement Letter.
4. Questions

Minutes

[REDACTED] thanked all for joining this meeting at short notice and gave apologies as recorded. [REDACTED] explained that the meeting had been requested by Gwynedd Council (GC) to provide an opportunity for Snowdonia Aerospace (SAC) to assist the understanding of and explain more fully about the ACP for an ATZ at Llanbedr and to provide an opportunity for those in the meeting to ask questions.

Technical difficulties delayed [REDACTED] joining the meeting so [REDACTED] from SAC gave a brief background to the CAA process taking place and how this is open on-line on a CAA portal.

SAC then described what an ATZ was including the fact that not so long ago virtually any airfield in the UK with an air traffic service, to provide information to aircraft flying in the vicinity of or in the immediate area, would be automatically given an ATZ. The application for any airspace change now has to go through CAP1616 and while there was a 'short cut' within 1616 for an ATZ to be put in place more easily this was not allowed in this case because it was not to protect existing aircraft traffic but to protect a projected increase in aircraft traffic.

[REDACTED] described an ATZ as a cylinder of airspace that can be put in place, normally around the centre-point of the longest runway and for a 2 or 2.5nm radius and to a height of 2,000 ft. He then went on to use a copy of the Letter of Engagement shared with those on-line to go through each item set out within the letter and with highlighter and notes made on the document, to explain some of the points made in the letter more fully.

A copy of this highlighted and annotated document was requested by [REDACTED] and has subsequently been provided. A copy of this is attached at Annex A to these Minutes.

During the run through [REDACTED] asked if there was any intention to apply for a planning permission in relation to this proposal.

[REDACTED] said there was no intention to apply for any planning permission for the proposal. He advised the aerodrome would continue on the basis of lawful established use. The historic use was mentioned, and reference was made to the fact that between 1998 and 2004 the RAF operated regularly at Llanbedr with aircraft movements exceeding 9,000 per year. [REDACTED] suggested that this was discussed further outside the meeting.

After running through the annotated Letter of Engagement [REDACTED] said it was not helpful that this consultation was happening while we had the Coronavirus crisis. He said there was no mention of how regularly the RAF would use the airfield, once a week or once an hour? [REDACTED] added would this make the airfield a better commercial proposition and what does it mean in terms of jobs for local people? He said the engagement document was very technical and formal and public perception was important.

[REDACTED] explained that all the information about projected movements was available on the CAA on-line portal but it averaged at 5,000 movements a year over three years. Allowing for weather and technical non-flying days taking 75% possible usage in the year and removing weekend days that broke down to between 111 and 120 movements a week or very roughly 22 to 29 movements a day.

[REDACTED] further explained:

- this could be potentially four aircraft in the morning for two or three circuits then perhaps two aircraft in the afternoon for three circuits. This may apply for three days one week, five days the next, nothing for two weeks, more the next and so on. There were very low numbers of movements compared to other airfields.
- the aircraft would approach from the sea and have a short time duration over land before making the circuit out to sea. Any noise would be for short periods of time.

- the RAF activity would enhance the airfield capability, increase employment in air traffic and require at least four full time firemen. The aerodrome would also have to be CAA licensed for this activity which would support future aspirations.
- for all the trials type activity, novel aircraft, drones etc there would need to be airspace to do these but that won't necessarily and immediately create jobs on the airfield which this project does; it really is a catalyst to help the airfield move forward operationally and continue to employ local people and to train people in aerodrome operations and get the whole thing rolling. It is critical for spaceport, for the whole aerospace side of it. There is great interest in space and creating business at this hub. Licensing would enable business jets to come in, possibly the commuter aircraft from Cardiff, but no airline flights.

██████████ said that it is these types of things that local people are asking about and SAC should think about how we communicate that with the local people and the wider population of Gwynedd.

██████████ said she understands this engagement is about specific design aspects but it opens up thinking about the total development and people need to know they will have the opportunity to voice any concerns they may have in this process. The paper was largely technical and comment on specific technical requirements was probably for others but we must take the opportunity to look at the wider issues in that document. It is our job to read these things and whether or not it informs the process we will look at some wider points.

██████████ said that the reason there were 16 questions on the paper is to illustrate our openness to the proposals. However, while accepting there was a lot of information to take in this was an early stage and public consultation comes later. As it was the ATZ application process would not complete to August 2021 and there would be plenty of time for people to comment.

██████████ said again it is all about communication and with better communication about the wider picture then the more people you will take with you. Something could go out with illustration and FAQs.

██████████ asked about apprenticeship and job opportunities, suggesting more emphasis on these positive things should be brought out or the conversation started with training opportunities for young people. ██████████ was pleased to hear about the longer-term job creation ambition which would be good for the colleges at Dolgellau and Bangor. ██████████ organisation already worked with other contractors at Valley and it was exciting there was going to be more going on in Gwynedd as it is desperately needed.

██████████ said that running through the document had been extremely helpful and ██████████ echoed previous comments about communication and suggested the need to paint a picture of what things could look like in ten years' time. He accepted SAC's second Airspace application covered electric testing and other exciting stuff for the 21st cent and it would have a positive momentum but creating apprenticeship opportunities is a key hope for the future. Linking in with positive exciting stuff the Enterprise Board would be happy to support.

██████████ said that there was a problem that the Engagement Questionnaire was so focused on facilitating RAF Valley. ██████████ said that we had come so far on this journey for more novel applications and creating high value jobs and people needed to see where the RAF fits in to the wider picture and that it does not take away from the more novel stuff but adds to it.

██████████ said that the letter about the Airspace change for the Danger Area to support the novel aircraft development due out shortly would contain images of some of the aircraft that have flown at Llanbedr which would help colour that in a little.

██████████ said we are in a changing and novel market place and it is difficult to put exact timelines on things as it was the nature of the sector that it takes time, but a lot was happening including as an example the newly released £125m Future Flight programme which we are strongly involved with and this has a strong focus in the novel aviation, future flight options, technology and innovation area.

He reiterated ██████████ comment that the RAF have a need for an ATZ and FISO and Fire Cover and that all those elements are the backbone and catalyst for the other activity. Without the income from any RAF contract we won't be in a position to provide permanent full time jobs without the other novel aerospace being at such a level of activity and that activity is very sporadic and what was needed was

permanent regular activity to create income from which other things can springboard. The RAF contract was critical in that respect.

█████ said █████ wanted to see the airfield succeed and along with everything else going on, if that meant the RAF coming in for a small amount of time every day fair enough but progressing was all about the art of communication and how to communicate this broad picture of the future in order to bring people along. This was not just important to the people living in Llanbedr and Dyffryn and Harlech but in the wider community in the whole of Gwynedd where it will have an effect. He said SAC need to paint a picture of the benefits, a picture of the possibilities and the benefits for the local community of the development of the airfield.

█████ said the UK Space Agency had appointed Techniquet to undertake an extensive community engagement plan to illustrate the benefits a Spaceport can provide in the community. This was due to be presented to the community over a 4 to 6 month period starting in April or May but had now been put back to whenever that was achievable. The community engagement plan that is being prepared does set out a ten-year roadmap associated with spaceport, novel flight, buildings investment, detailed work on ecology, transport impact, visual impact and so on; it is a very large piece of work. Details around this would have already been shared as part of the community engagement if not for the lockdown. This is still planned to take place.

█████ asked if that referenced the RAF and if not suggested that it would be beneficial if it could to thereby illustrate how that would fit in it with the larger scale / plans and thereby could close the loop. █████ said SAC could look to add extra slides etc to illustrate that.

█████ confirmed there was a meeting with the Community Councils planned for the 16th April and suggested that more people would get on board if we could have another meeting when possible.

█████ said they would definitely have another meeting. He suggested that certainly concept drawings, visual impact drawings could be produced. It was the next stage and there was no intention to submit planning applications for the ten-year roadmap until the engagement programme had taken place.

█████ said that everyone would be in a better position if they could see the plan for ten years, what is likely to happen in the future. People could say at the moment there is nothing happening at the airfield and the new road is a waste of money.

█████ said that certainly there was a lot of material, design concepts, landscaping concepts, a full ecology survey had already been undertaken and all issues are being considered as a part of a large widescale development ground infrastructure assessment. But, air infrastructure ie airspace was critical to support the airfield activity. The air infrastructure had to be there to support it.

█████ said █████ felt there would be value in some sort of prospectus that would show some visuals and a broad route map, and this could be done in short order to illustrate all that is going on – it needs pulling together.

█████ said it was a very reasonable point, but we are at a very early stage in this 18 month minimum process and that the design principles are relatively straightforward. The second airspace change document would help give perspective. There would be plenty of time after this first stage to get material out there.

█████ said today's session had been invaluable to understand what is happening and the urgency of a response to the consultation documents. However, █████ suggested a relatively short power point presentation outlining how things could develop over the next ten years and when key consultations would come up in the next 6, 12 and 24 months. A broad outline of the direction of travel said would help us as individuals talking to other stakeholders.

SAC said they took that message on board and would see what could be done.

█████ said just to be clear all we are doing with the ATZ application was primarily reinstating what was there 15 years ago,

█████ said that was understood.

█████ asked if there were any further questions. █████ thanked everyone for attending.

Post minute note

Further research is being done on previous aerodrome movements. The total number of movements quoted by the retiring Senior Air Traffic Controller in October 2004 was 67,000 in the period from January 1998. This equates to 9,804 per annum.

A Personal View from Air Traffic Control by [REDACTED]

I've been involved with the provision of ATC services to Llanbedr Airfield since 1991 for contractors who have eventually become Serco Aerospace. We were sub-contracted originally to Serco Defence (of blessed memory) and since 2002, to QinetiQ.

Like all of us working on the airfield, our main task has been to assist in the provision of targets to the MoD, but, as anyone who has been stuck at Runway 17 traffic lights will agree, we also handle a lot of other traffic, mainly RAF Valley-based Hawks. While we are not exactly Heathrow, the number of aircraft movements may surprise some. Since 1998 alone there have been a total of over 53,000 aerodrome and 14,000 radar movements.

The highest priority of ATC service is to assist aircraft in emergency and we have handled 148 of these in the same period ([REDACTED] features on nearly 100 of the reports!). Our thanks to all involved in their successful resolution.

1.3. Minutes of meeting with local Member of Parliament, Friday 15th May 2020



Snowdonia Aerospace Airspace Change Proposal (ACP) ACP-2020-02 Llanbedr Aerodrome Traffic Zone (ATZ) Engagement Meeting

10:00 Friday 15th May 2020

This Zoom meeting was held at the request of [REDACTED] following circulation of the Engagement Questionnaire for the above ACP.

Representatives from Snowdonia Aerospace (SAC)

[REDACTED]

Also in attendance

[REDACTED]

Meeting Minutes:

[REDACTED] ran through the ACP process and the timeline for the consultation strategy which included illustrating that a full public consultation in relation to the application was proposed to be undertaken in August 2020.

[REDACTED] asked [REDACTED] was correct in assuming this was all associated with bringing the RAF Hawk and Texan to Llanbedr.

[REDACTED] said it was in the first instance, but it is also a part of the portfolio of interests that also encompass novel aviation and spaceport.

[REDACTED] raised concerns about Covid-19 and the impact of that on the ability of people to respond in the timelines proposed. [REDACTED] also mentioned there was a lot of concern about noise from the Texan and the AM and MP on Anglesey had written to the MOD about this. [REDACTED] asked if SAC had consulted as widely as possible and what would be the effect on other businesses already at the airfield.

[REDACTED] said that there was no attempt to short cut the process, this is an informal engagement at the moment to gather as many opinions as we can to shape the document that will form the basis for the widespread Consultation strategy, including the public consultation which will be conducted in the Autumn in exactly the same way as all public consultations are conducted.

[REDACTED] pointed out this was against a background of extreme anxiety within the tourism sector. People were taking about a three-winter scenario, they have been through one bad winter, this summer being the second winter, in the sense of no income, and then into winter again. This is the context in which we will be operating.

[REDACTED] acknowledged the difficulties for hotels but suggested it may be possible for the airfield to conduct trials in terms of space and social distancing. [REDACTED] mentioned a balloon trial in June as an example.

On the RAF [REDACTED] said the fact was Hawks were training at Llanbedr right up to 2004, with an average of 9,000 movements a year. It's been a very busy airfield in the past employing over 350 people and the aspiration was to create a significant number of jobs again with a massive effect on the economy longer term. A projected £19.5m annually into the local economy in five to ten years so that is really important.

Many of the local people will be familiar with the scale and types of activity at Llanbedr airfield in the past. At the moment there is not really sufficient number of movements of aircraft at the airfield, namely civilian small aircraft, to justify getting the ATZ application through this process, so the fact that the

RAF would like to do some more training at Llanbedr provides a bit of a catalyst to get things going. The aerodrome would also have to be licensed for the RAF and that would drive further employment.

█ asked why the RAF want to come to Llanbedr and █ explained the safety reasons associated with this and SAC's understanding that as Llanbedr was so close to Valley there would be huge savings on fuel, and emissions, compared to going elsewhere.

█ mentioned an issue █ was aware of that meant the Texan could not train over the sea and also the noise which was a buzzing sound.

█ referred to the advantages of Llanbedr with approaches, circuits and departures all over the sea. Also, that during August 2017 when the Hawks trained at Llanbedr due to the Eisteddfod on Anglesey that local people described the Hawks being back as 'music to our ears'.

█ took the discussion back to Llanbedr Community Council and said they still felt there should be an adjournment or something to give more time.

After considerable further discussion about the issues and the process, the balance of different interests in the Community and the tight time scale for responses █ suggested that if SAC could extend the deadline for responses it would be seen that we had tried to help.

█ did point out that SAC had followed the CAA process to the letter and the email was sent out to 165 different people and organisations and that was a reasonably wide net at this stage. That circulation would get wider as we move forward through June and August and in the public consultation absolutely anyone can respond.

█ suggested that the CAA regulations were not designed with a pandemic in mind! █ felt SAC should make a hard push over the coming next weekend on communication. After further discussion SAC agreed that another week would be acceptable and █ would contact the Community Council Chairman after this meeting.

█ asked questions about what employment the ATZ and the RAF traffic would bring.

█ said there would be at least another air traffic person and four fire crew. It was possible the fire service would be contracted out to another company, but they would employ locally and there were a number of fireman in the area, including retained fire fighters, who would be interested.

█ mentioned BBC interest and █ said █ had done a press statement which he would copy to █

█ said that so far the majority of responses are very supportive. While that might be expected from the aviation community there was no doubt that local people were pleased to understand some of the considerations expressed in the proposed design principles. For example, the RAF would not fly east of the runway or close to the village, and that there would likely be restrictions on movement numbers and times of operation.

█ pointed out that there was a possibility due to the time delays that the RAF may wish to start operating before the approval of a permanent airspace change in August 2021 and in which case they may make their own application for a Temporary ATZ in order to start flying earlier in 2021. It was simply an option we are aware they may wish to pursue.

█ said it was important to realise the tourist industry was facing an entirely unpredictable period, however it was as important as ever to enable the potential of the airfield to be realised. █ recommended in taking other stakeholders with us as it was important to avoid the possibility of disagreements further down the road.

█ did advise that in the initial distribution all the immediate landowners and the farming industry had all been included.

█ asked if the meeting originally scheduled for the 15th April could be rearranged as █ felt it would help get the community councils on board as well.

█ suggested it might be possible to use the hangar at the airfield with a good PA system and there would be plenty of space.

█ thanked █ for being extremely helpful and SAC would take █ advice and put out a general circulation to all the 165 stakeholders and interested parties that we would extend the deadline for another week. █ said he would also contact the Chairman of the Llanbedr Community Council immediately after the meeting.

Post minute note:

Further research is being done on previous aerodrome movements. The total number of movements quoted by the retiring Senior Air Traffic Controller in October 2004 was 67,000 in the period from January 1998. This equates to 9,804 per annum.

A Personal View from Air Traffic Control by █

I've been involved with the provision of ATC services to Llanbedr Airfield since 1991 for contractors who have eventually become Serco Aerospace. We were sub-contracted originally to Serco Defence (of blessed memory) and since 2002, to QinetiQ.

Like all of us working on the airfield, our main task has been to assist in the provision of targets to the MoD, but, as anyone who has been stuck at Runway 17 traffic lights will agree, we also handle a lot of other traffic, mainly RAF Valley- based Hawks. While we are not exactly Heathrow, the number of aircraft movements may surprise some. Since 1998 alone there have been a total of over 53,000 aerodrome and 14,000 radar movements.

The highest priority of ATC service is to assist aircraft in emergency and we have handled 148 of these in the same period (█ features on nearly 100 of the reports!). Our thanks to all involved in their successful resolution.

2. Completed Stakeholder Questionnaires

Stage two of the engagement process was to send out a questionnaire document via email to as wide a network of potential stakeholders and interested parties as possible. We drew up a list of additional stakeholders and interested parties based on our existing network of contacts, but also taking into account suggestions made by the user and local communities' representatives. Again, whilst noting that the ATZ is a standard safety measure that will protect all aviation operations in the vicinity of Llanbedr Aerodrome, SACC is very conscious that the initial business opportunity relates to military air training and that this may cause concern with some stakeholders. The questionnaire was therefore based on the draft design principles, but re-cast as questions with additional detail on the associated business opportunity in order to be as open as possible with the stakeholder community and to better solicit opinion. The questionnaires were distributed on 5th May with a requested return date of 18th May, although responses received after this date have still been considered. Due to a number of requests this return date was extended to the 22 May.

The completed stakeholder questionnaires are included here as supporting evidence.

Index to responses:

[Redacted content]

[REDACTED]

1)

[REDACTED]

Dear Sir,

Interesting (and exciting!) times indeed!

Assuming that 'Alpha' and 'Rescue' callsigns will be granted the appropriate priority I think I speak for the whole [REDACTED] community in Wales when I say we ([REDACTED]) have no issues with the proposal.

Wishing you the very best for the future.

[REDACTED]

2)

[REDACTED]

Good afternoon,

I sit on NATMAC on behalf of [REDACTED] I have reviewed the application and have no objections or points to make. Sorry that I couldn't complete the questionnaire which wouldn't allow me to populate it.

Good luck

Regards,

[REDACTED]

3)

[REDACTED]

[REDACTED] has no objection to the establishment of an ATZ at Llanbedr.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

4)

[REDACTED]

Good morning [REDACTED]

Many thanks for including me on this.

Although I have no comments to make it is useful to be sighted to changes.

Kind regards – stay well!

[REDACTED]

5)

[REDACTED]

**QUESTIONNAIRE IN RELATION TO:
Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02**

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

Aviation Team,

[REDACTED]

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.		
Your response:	Agree	
Other comment: An ATZ is established principally to protect aircraft at critical stages of flight, it is therefore necessary to ensure an enhanced level of safety at that point.		
2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.		
Your response:	Agree	
Other comment: Open airspace no other aerodromes close to Llanbedr		
3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.		
Your response:	Agree	
Other comment: This could be considered a rather open ended statement, perhaps instead of a number of hours or as well as, nominate the number of movements? This could have an adverse effect upon operational use of the aerodrome by RAF aircraft but could be aligned to their daily training requirement. There is also the consideration in usual circumstances the seasonal variations in local population, to minimize the effects perhaps flying programmes could be adjusted.		

<p>4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.</p>		
Your response:	Agree	
Other comment:		
<p>5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.</p>		
Your response	Agree	
Other comment:		
<p>6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.</p>		
Your response:	Agree	
Other comment: Remove "should" perhaps will?		
<p>7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.</p>		
Your response	Agree	
Other comment:		

<p>8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.</p>		
Your response	Agree	
<p>Other comment: This does seem to indicate that the ATZ is either only for the RAF when it requires it or outside of this five day requirement other traffic. This indicates a primacy for RAF use rather than the airfield, this would then provide an inconsistency in establishing the ATZ.</p> <p>Yes the FIS and ATZ are linked because both are active when the airfield is open, regardless of user. It would also be prudent given the desire to determine economic development benefits to understand how if at all mixed traffic are going to be integrated. I appreciate that this is not necessary at this stage but the wording in this question seems to have the intention of an either/or situation which could have an effect later on.</p>		
<p>9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.</p>		
Your response	Agree	
<p>Other comment Refer to the above.</p>		
<p>10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.</p>		
Your response	Agree	
<p>Other comment</p>		
<p>11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.</p>		

<p>Your response Not really but more detail before comment on night time activity.</p>
<p>12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.</p>
<p>Your response Cannot comment for the GA community, other than to understand it will be of interest for them and again refer to 8 above.</p>
<p>13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.</p>
<p>Your response Nil that I'm aware of other than the airfield has been deactivated for some time and necessary to maximize knowledge of changes</p>
<p>14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?</p>
<p>Your response None that I'm aware of.</p>
<p>15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.</p>
<p>Your response please provide details.</p> <p>There is a remarkable amount of work being done in the UAV/RPAS field at this airfield and Aberporth, utilizing airspace out to the West, would this increased activity and establishment of an ATZ compromise these developments?</p>
<p>16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.</p>

Your response I think this is for the planning authority to determine.

The Flight Restriction Zone consists of the following three elements:

- **The Aerodrome Traffic Zone:** A 2 or 2.5 nautical mile radius 'cylinder' around the aerodrome, extending 2000 ft above ground level, centered on the longest runway.

- **Runway Protection Zones:** A rectangle extending 5Km from the threshold of the runway away from the aerodrome, along the extended runway centreline, and 500m either side- also to a height of 2000 ft above ground level.

6)



See next:

JAN 2019 PROF C

Development of Design Principles (DPs).

CAP 1616 guidance explains that it is important for the DPs to be drawn up through engagement between the CS and affected stakeholders and interested parties at this early stage in the process, and that unanimous agreement on the principles may be unlikely.

SA have drawn up a list of sixteen proposed design principles for comment upon in the below Questionnaire. In many cases stakeholders and interested parties are likely to be concerned about the airspace design itself but in this case an ATZ size, shape and volume is already defined in the Policy document referenced earlier. Non the less you should feel free to make comment and also suggest any other principle you think should be incorporated as part of the design principles now being considered. According to your feedback the DPs will be prioritised as to which is felt to be most important and a final list of DPs will be utilized in examination of the Design Option.

Your Responses.

The questions in the Questionnaire below are designed to help us understand any constraints that could be considered during the CAA CAP 1616 Design Principles step of the Define Stage, Design Principles (1B). Please insert your responses below to each of the following questions. Where additional sheets or documents are used please make it clear which specific questions the additional sheets are responding to. ALL documents are to be returned to: atz.acp@snouadoniaspace.com as previously described. The first 10 questions give an option to agree or disagree. If you agree or disagree it would be helpful to have additional supporting comments to this. If any of the questions are not applicable or relevant, please say so against the appropriate question in the comment box. Please just copy the completed questionnaire pages to send, with any additional supplementary response.

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)



1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response:

Agree

Disagree



Other comment:

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response:

Agree

Disagree

Other comment:

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response:

Agree

Disagree

Other comment:

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response:

Agree

Disagree

Other comment:

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response:

Agree

Disagree

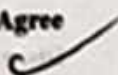
Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response

Agree

Disagree



Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response

Agree

Disagree



Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response

Agree

Disagree



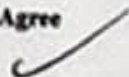
Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response

Agree

Disagree



Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

NONE

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

NONE.

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

NONE

should be aware of?

Your response

DO NOT KNOW OF ANY

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

NONE KNOWN

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

NOT THAT I AM AWARE

The Flight Restriction Zone consists of the following three elements:

- **The Aerodrome Traffic Zone:** A 2 or 2.5 nautical mile radius 'cylinder' around the aerodrome, extending 2000 ft above ground level, centered on the longest runway.
- **Runway Protection Zones:** A rectangle extending 5Km from the threshold of the runway away from the aerodrome, along the extended runway centreline, and 500m either side- also to a height of 2000 ft above ground level.

Thank you for your cooperation in completing this questionnaire. Your comments will provide a valuable input to aid development of the Design Principles against which the options for the ATZ airspace design can be developed.

All completed forms have to be kept to evidence the CS engagement with stakeholders and interested parties but this information remains confidential.

7)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation: [REDACTED]

(Please insert details of the Organisation you are replying on behalf of)

[REDACTED] (personal response in light of covid-19 disarray)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree

Other comment:

It is hoped that the approach to the runway from East to West would be confined to light aircraft as at present.

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree

Other comment: n/a

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree

Other comment:

Only if RAF activity does not include overland manoeuvres, east of the airfield.

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree

Other comment: as above.

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree

Other comment: as above

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree

Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree

Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree

Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

n/a

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

Any organized events under these categories must not present prolonged noise nuisance near populated areas, especially if confined to weekends to avoid RAF activity.

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

Job creation, providing real quality opportunities for local residents must be aggressively promoted by the applicants to ameliorate the consequences of the airport's development.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

n/a

8)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree

Other comment:

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree

Other comment:

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree

Other comment:

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree

Other comment:

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree

Other comment:

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree

Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree
Other comment:

9. In relation to '8' above in relation to future proofing, Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree
Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree
Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

G.A Training

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

9)

A sensible and well-presented proposal. I fully support it.
Many thanks,

**QUESTIONNAIRE IN RELATION TO:
Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02**

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.		
Your response:	Agree	Disagree
Other comment:		
2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.		
Your response:	Agree	Disagree
Other comment:		
3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.		

Your response:	Agree	Disagree
Other comment:		
<p>4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.</p>		
Your response:	Agree	Disagree
Other comment:		
<p>5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.</p>		
Your response	Agree	Disagree
Other comment:		
<p>6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.</p>		
Your response:	Agree	Disagree
Other comment:		
<p>7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.</p>		
Your response	Agree	Disagree

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response

Agree

Disagree

Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response

Agree

Disagree

Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response

Agree

Disagree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

10)

[REDACTED]

**QUESTIONNAIRE IN RELATION TO:
Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02**

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.		
Your response:	Agree Yes	Disagree
Other comment: I would advise clear signs prohibiting the flight of unmanned aircraft such as recreational drone flying unless they have prior permission. Not everyone will understand the significance of an ATZ.		
2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.		
Your response:	Agree Yes	Disagree
Other comment:		
3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.		
Your response:	Agree Yes	Disagree
Other comment: To avoid valid complaints due to noise pollution, I recommend that RAF Aircraft are constrained to Runways 35/17 and circuits should be west of the runways. I would also recommend RAF aerobatic manoeuvres should be performed away from the airfield to avoid unnecessary noise to local persons.		

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response:	Agree Yes	Disagree
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Other comment: Procedures need to be established for safe coexistence between General Aviation (Fixed Wing and Helicopter), Military and Unmanned Aircraft Operations to ensure separation and safety. This should be achieved without overly restricting operations of any of the groupings above.

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response	AgreeYes	Disagree
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Other comment:

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response:	Agree Yes	Disagree
-----------------------	------------------	-----------------

Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response	AgreeYes	Disagree
----------------------	-----------------	-----------------

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response	AgreeYes	Disagree
----------------------	-----------------	-----------------

Other comment: The ATZ should not be timebound, and I don't believe they are timebound by definition, unlike the operating hours of an FIS. The ATZ should be in place during weekdays and weekends, otherwise this could give rise to confusion and safety issues.

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response	Agree Yes	Disagree
----------------------	------------------	-----------------

Other comment See above.

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response	AgreeYes	Disagree
----------------------	-----------------	-----------------

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response Nothing comes to mind. Ground handling on the maneuvering area may need some consideration, but I guess that's more of an operational procedures matter and not for discussion here.

The question raises the point about "night time" constraints, you may wish to scope expectations here, to avoid locals feeling that night flights will happen every day of the week to the late hours. Perhaps limit the night flying to certain nights of the week and time bound it to say 9pm or 10pm.

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

The new ATZ can benefit General Aviation and the introduction of the RAF to the airfield apart from the economic benefits can assist General Aviation. The main concern I have is not really confined to the ATZ, we need to coexist safely and not relegate General Aviation to the point where the airfield availability is restricted to such an extent that the flight schools (Fixed Wing and Helicopter) and General Aviation are not viable.

I hope to see the airfield facilities improve, such as lighting for approaches and night time and RNAV Approaches. This would benefit all users of the airfield including General Aviation.

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response There should be constraints. I can't see normal practice allowing for paragliding, hand gliding or model flying inside the ATZ. With respect to Gliders this may also be a challenge, communications are generally not good, nearly all gliders don't carry transponders, I think the risk of Glider operations around fast jet and high-speed Military aircraft is high and a safety issue, hence I cannot see Gliders coexisting with the other functions, especially glider expeditions where 20 to 30 gliders could be in operation at the same time.

Microlights I believe could be considered here to be part of General Aviation.

11)

**QUESTIONNAIRE IN RELATION TO:
Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02**

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

<p>1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.</p>		
<p>Your response:</p>	<p>Agree</p>	
<p>Other comment:</p>		
<p>2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.</p>		
<p>Your response:</p>	<p>Agree</p>	
<p>Other comment:</p>		
<p>3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.</p>		
<p>Your response:</p>	<p>Agree</p>	
<p>Other comment:</p>		
<p>4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.</p>		
<p>Your response:</p>	<p>Agree</p>	

Other comment:		
5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.		
Your response	Agree	
Other comment:		
6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.		
Your response:	Agree	
Other comment:		
7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.		
Your response	Agree	
Other comment:		
8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.		
Your response	Agree	

Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response

Agree

Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response

Agree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

No comment

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

No comment

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

No comment

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

No comment

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

No comment

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

The introduction of an FRZ will potentially have an effect on [REDACTED] operations where we would wish to deploy air assets in response to a dynamic or pre-planned incident response. Those assets might be:

Helicopter or fixed wing aircraft – operated by the [REDACTED]; or drones – operated by [REDACTED]

In either case we would obviously engage with the Air Traffic Control for the Aerodrome as we would with any other airfield within our force area, and apply a risk based decision to each operational requirement. For example, if we currently have a drone deployment requirement within the RAF Valley FRZ the requirement is risk assessed for its urgency and if within the aerodrome flying period we would delay the deployment unless the task involved immediate life at risk, at which point we would make contact with the ATC to negotiate permission to deploy.

This said, owing to the very rural nature and the limited number of incidents we deal with in the area of the Llanbedr Aerodrome the likelihood of the need to deploy at that or nearby that location is very low. In the main the type of incidents that might require an urgent response tends to be cases of missing persons where there is a risk to life. Again, the numbers of such incidents in that general part of the [REDACTED] area are very low.

The Flight Restriction Zone consists of the following three elements:

- **The Aerodrome Traffic Zone:** A 2 or 2.5 nautical mile radius 'cylinder' around the aerodrome, extending 2000 ft above ground level, centered on the longest runway.
- **Runway Protection Zones:** A rectangle extending 5Km from the threshold of the runway away from the aerodrome, along the extended runway centreline, and 500m either side- also to a height of 2000 ft above ground level.

12)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree

Other comment: N/A

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree

Other comment: N/A

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree

Other comment: N/A

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree

Other comment: N/A

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree

Other comment: N/A

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree

Other comment: N/A

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree

Other comment: N/A

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree

Other comment: N/A

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree

Other comment N/A

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree

Other comment N/A

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response Nil

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response Nil

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response Nil

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response Nil

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details. Nil

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response Nil

13)

[REDACTED]

I have NO Objections to your plans and agree with your three questionnaires.

My reasons are that involvement of RAF Valley would help create jobs.

And help RAF Valley.

And the drones project is the first step in the development of Llanbedr Airfield for drones.

[REDACTED]

14)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree

Disagree

Other comment:

Establishing an ATZ an Llanbedr is a key step for the longer term development of the aerodrome and the creation of local employment.

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree

Disagree

Other comment:

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree

Disagree

Other comment:

Effects on the local community should be minimized as far as is reasonably practicable.

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree

Disagree

Other comment:

Welcome the intent to minimize impact on local residents.

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response: Agree

Disagree

Other comment:

Welcome the intent to avoid passing over local homes as much as possible

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree

Disagree

Other comment:

Welcome the approach so that noise effects on local residents are minimised

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response: Agree

Disagree

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree Disagree

Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree Disagree

Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree Disagree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

Take into account in any consideration of night time flying, the designation of the Snowdonia National Park as an international dark sky reserve.

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

15)

Questionnaire. These are some of the questions we felt able to answer by May 18.

1. 1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield. We do not agree with your premise that an increase in traffic is justified, and hence we believe the establishment of the ATZ is not required. We are opposed to the training of pilots being prepared for war as we are of the firm conviction that armed conflict does not ensure the safety of our nation. A more appropriate use of the money to expand would be to use it to fight Covid 19 and support the NHS.

2- 3. There will no doubt be a significant increase in the level of noise. The current situation is intolerable and further incursion on the airspace would be infuriating. The issue has been highlighted on several occasions in the local press. There could be a detrimental effect on livestock. The noise could also have a negative impact on tourism an industry which is a major part of the economy in this area. 4. Currently there appears to be no restrictions on where the aircraft overfly and we are skeptical that this would change 5 Generally in this context is a very vague term! 6- 7- 8 Special Purpose not specified. 9- 10. Why would a National Park support such an initiative. We would have thought that maintaining the peace and quiet of the countryside would be a priority for them. 11, For the above reasons there is no day or nighttime suitable. 12- 13- 14 - 15- believe that conflicts should be resolved by dialogue and compromise and not by armed conflict. We therefore object to having the land and airspace of Wales (or anywhere) used for military purposes.

May 7, 2020.

Your recent correspondence regarding the proposed air space increase in conjunction with the Snowdonia Aerospace Centre at Llanbedr has been brought to my attention. Because the 'interest parties' I'm involved with locally are not listed among those who have received the e-mail, I write to you now to voice a substantial local (and national) interest in this new development and the short time allowed for an initial discussion.

Directly I ,with many others in Eifionydd, Arfon, Anglesey, Llŷn, Arduwy (Harlech/Barmouth area) , Maentwrog, Trawsfynydd and as far as Bala and Dolgellau, am involved with peace and justice issues, environmental, community development, education (children and young people,) the protection and development of rural Welsh communities. There is a natural overlap with the spiritual and religious life locally ,communities, incidentally, are still important for for pilgrimages and places of historical interests. To register our interest ,in the first place as members of ,we are sending an initial reponse to your questionnaire in view of the imminent deadline.

In the meantime we will be gathering a response from many other organisation. You may know that there is also a local group who are monitoring military development in Wales and in particular the possibility of the development of military drones. There is a strong Welsh, British and world wide questioning of the use of drones for military purpose. We are equally opposed to all preparations for war and for the training of British pilots and those of other countries to engage in armed conflict : hence our opposition to an expansion of RAF Valley. We have also shown our support to a detailed report published by a student at Aberystwyth university on the increasing militarization of Wales in terms of training centres and areas like Epynt and Aberporth.

16)

BMAA

British Microlight Aircraft Association Policy for Design Principles during ACP engagement

Introduction

The following text describes the underlying principles that the British Microlight Aircraft Association (BMAA) believes must be followed by applicants for airspace change proposals.

Consultation

1. The BMAA welcomes the opportunity to engage in consultation at an early stage within the ACP CAP 1616 process. 2. Sponsors are encouraged to engage with the BMAA and its members as early as possible during the development of the ACP. Previous ACPs have missed the opportunity for early engagement and dialogue resulting in significant and costly delays.

Airspace classification

1. The BMAA considers that the UK airspace's default classification is G and that sponsors must establish a safety case for proposing to change this class or add any further restrictions or requirements by their ACP. 2. All sponsors must demonstrate that alternatives have been considered such as RMZ and TMZ before considering controlled airspace. 3. Where Class E is proposed, without a TMZ or RMZ should be considered as the default option.

Access by GA

1. Sponsors must accept the assumption that GA including sporting and recreational aviation is entitled to continued safe use of airspace and that commercial aviation does not have a right to limit airspace access. 2. Sponsors should ensure that there will be measures to allow flexible use of airspace and prepare for the wider use of electronic conspicuity devices and interoperability with existing e-conspicuity, e.g. FLARM and Pilot Aware etc...

27/08/19 Page 2 of 2

Airspace volume

1. In line with the principles of the Airspace Modernisation (was FAS) principles the ACP must respect the requirement for minimum airspace volumes designed for efficiency and reduced environmental impact. These principles will include: □ Minimum size of controlled airspace □ Minimum number of departure/arrival routes □ Steeper and continuous climbs and descents for cost and environmental benefits as well as minimisation of CAS footprint.

Justification

1. Sponsors must conduct and present proper analysis of overall airspace safety changes i.e. based on modelling and evidence rather than purely subjective opinion. 2. Sponsors must provide proper validation of forecast traffic levels. There is an expectation that data used, particularly forecasts, will be verifiable including details of any and all assumptions.

Airspace integration

1. Sponsors must show how they are integrating their proposal within the overall UK airspace modernisation context, for example proposals which do not connect efficiently between upper and lower airspace (potentially under different airspace "management") would only inhibit overall airspace efficiency and therefore not receive our support) 2. Optimisation of the development work above and below the 7,000ft NATS en-route split.

17)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response:

Disagree

Other comment:

With scant reference to the National Park and other conservation designations, we are concerned that these key considerations may not yet have been given sufficient attention.

We recommend that you carry out a public consultation which includes assessment of the impacts of proposed changes on the achievement of the statutory purposes of the National Park.

We are mindful of the significant risks of reputational damage to the RAF and others if it is not absolutely clear that the interests of the National Park, its people and its visitors have been respected and carefully considered.

We would appreciate an assurance that in due course a planning application for change of use will be submitted, so that the proposed changes can be scrutinized in a locally democratic process.

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree Disagree

Other comment:

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree Disagree

Other comment:

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree Disagree

Other comment:

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree Disagree

Other comment:

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions.

Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree Disagree

Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree Disagree
Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree Disagree
Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree Disagree
Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree Disagree
Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

Yes - the whole of Snowdonia National Park is noise sensitive.

It is likely that parts of designated statutory conservation sites – SACs (marine and terrestrial), SSSIs and SPAs may all have features which are noise sensitive – this requires proper scrutiny and open consultation with stakeholders outside the aviation sector.

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

The special qualities of Snowdonia National Park include the tranquillity of many of its quieter areas. The statutory purposes of the National Park and of key conservation sites within it need to be assessed and evaluated at the earliest stage and proper consultation should be part of that process.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

18)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

Paragliding and Hang Gliding in North West Wales

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree ✓

Disagree

Other comment:

The proposed ATZ approaches an existing paragliding take off area close to Harlech at Grid reference SH574295 (approximately 2 nautical miles from proposed ATZ) which enables flying on the sand dunes but the radius of the proposed ATZ should not pose a problem providing it does not increase in diameter and is at the lower radius mentioned in point 16 of 2 nautical miles is used. A second take off at grid ref SH593315 is just outside this ATZ.

Is the proposed diameter for the ATZ, 4 (four) nautical miles?

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree ✓

Disagree

Other comment:

As point 1 (one) above

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree ✓

Disagree

Other comment:

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree ✓

Disagree

Other comment:

RAF Valley (and any other) should approach over the sea to eliminate the likelihood of airprox with other aircraft flying over land.

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response: Agree

Disagree

Other comment:

As point 4 (four) above

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree ✓

Disagree

Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree ✓

Disagree

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree ✓

Disagree

Other comment:

Information on weekend flights should be published so that weekend aircraft are aware of the 'special' weekend activity.

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree ✓

Disagree

Other comment

As point 8 (eight) above

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree ✓ Disagree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

Weather dependent, paragliding and hang gliding activities may take place during weekdays and normally more frequently at weekends. However, these activities normally take place over land or very close to the coastline so providing the flight paths and approaches are primarily over the sea as described, airprox should not occur.

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

See points 1, 4, 8 and 11

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

Points 1, 4, 8 and 11 provide information regarding gliding, microlight flying, hang gliding, paragliding. One of the main factors is that the diameter of the ATZ should not increase as this would have a major impact on the GA flying that currently takes place in the surrounding area.

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

N/A

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

The shape of the airspace should be sympathetic to existing GA activities that take place over land.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

See point 1 (one) above.

19)

[REDACTED]
Snowdonia Aerospace Centre
Maes Awyr Llanbedr
Llanbedr
LL45 2PX

Annwyl Snowdonia Aerospace Centre
Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

'Rwyf yn gwrthwynebu'r cais uchod.

'Rwyf yn gwrthwynebu'r ffaith na chafodd yr ymgynhoriad gylchrediad eang yn yr ardal gyfagos, na thrwy Ogledd Cymru, nac i ddigon o sefydliadau fyddai â diddordeb mewn ymateb.

'Rwyf yn gofyn i chi ymestyn cyfnod yr ymgynghoriad am o leiaf fis arall y tu hwnt i'r dyddiad cau afresymol o gynnar o 18fed Mai 2020, am fod eich llythyr gwreiddiol wedi mynd allan ar 5ed Mai 2020.

'Rwyf yn gofyn i chi ail-lunio'r holiadur fel ei fod yn gofyn barn am gwestiynau sy ddim yn rhai lled dechnegol e.e. "Ydych chi'n meddwl fod datblygiad fel hwn yn addas i Faes Awyr Llanbedr?"

Deallaf mai uniaith Saesneg oedd y ddogfen a yrrwyd allan gennych. Os yw hynny'n wir, yna mae'n hollol annerbyniol. Darparwch ddogfen Gymraeg.

Yn gywir

[REDACTED]

Translation added using: <http://www.etranslator.ro/translate-welsh-to-english.php>

Dear Snowdonia Aerospace Center Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02 I object to the above application. I object to the fact that the consultation was not widely circulated in the surrounding area, or throughout North Wales, or to enough organizations that would be interested in responding. I ask you to extend the consultation period for at least another month beyond the unreasonably early deadline of 18th May 2020, as your original letter went out on 5th May 2020. I ask you redesign the questionnaire so that it seeks views on nontechnical questions eg "Do you think a development like this is suitable for Llanbedr Airport?" I understand that the document you sent out was in English only. If that is the case, then it is totally unacceptable. Provide a Welsh language document.

[REDACTED] /Objection

20)

[REDACTED]

Dear Sir or Madam,

This email is our response to your request for our views and observations about your plans for the change of Airspace at Llanbedr Airfield

We have no objections to any of your plans and support your application.

We hope that the addition of RAF Valley will create more opportunities of work for some of the locals .

Any increase of activity at the Airfield could be a platform for future projects that will help the whole community .

This extra space will be beneficial to RAF Valley in their working capacity .

regards

[REDACTED]

21)

[REDACTED]

Dear Sirs

Please find below some brief comments;

The [REDACTED] believes that the extent of consultation and short period given for responses to this correspondence is insufficient - not least given (1) the current lockdown, which significantly restricts the ability of local communities to discuss the proposals and the [REDACTED] ability to discuss the proposals with its hundreds of members which farm within a twenty mile radius of the development, and (2) the location of the proposed development in an area which is primarily reliant on livestock farming and tourism.

It must also be noted that the agricultural industry is on the cusp of a revolution whereby the use of drones in the management of crops and livestock is becoming increasingly important - with drone technology already being used to great effect in horticultural and arable farming areas to allow targeted fertilisation and pest control in a way which significantly reduces pollution while maximising crop production.

As the use of such technology gradually moves into more marginal farming areas, such as those around the proposed development, it is anticipated that significant economic and environmental benefits will be realised. Any restrictions on such technological advancements based on drone technology in the area would therefore be objected to by the [REDACTED]

It must also be noted that the [REDACTED] has previously dealt with numerous cases of damage to livestock - for example, abortions - caused by aircraft, and this is also a major concern as regards the development.

Thankyou for the opportunity to express some initial comments

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

22)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree

Other comment:

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree

Other comment:

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree

Other comment:

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree

Other comment:

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response: Agree

Other comment:

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree

Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response: Agree

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response: Agree

Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree

Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

No constraints

23)

██████████
Snowdonia Aerospace Centre
Maes Awyr Llanbedr
Llanbedr
LL45 2PX

15/05/2020

Annwyl Snowdonia Aerospace Centre
Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Ysgrifennaf atoch ar ran ██████████ grŵp o bobl o Wynedd a Môn sy'n edrych ar ffyrdd o wella ein cymunedau.

'Rydym yn gwrthwynebu'r cais uchod.

'Rydym yn gwrthwynebu'r ffaith na chafodd yr ymgynhoriad gylchrediad eang yn yr ardal gyfagos, na thrwy Ogledd Cymru, nac i ddigon o sefydliadau fyddai â diddordeb mewn ymateb.

'Rydym yn gofyn i chi ymestyn cyfnod yr ymgynghoriad am o leiaf fis arall y tu hwnt i'r dyddiad cau afresymol o gynnar o 18fed Mai 2020, am fod eich llythyr gwreiddiol wedi mynd allan ar 5ed Mai 2020.

'Rydym yn gofyn i chi ail-lunio'r holiadur fel ei fod yn gofyn barn am gwestiynau sy ddim yn rhai lled dechnegol e.e. "Ydych chi'n meddwl fod datblygiad fel hwn yn addas i Faes Awyr Llanbedr?"

Deallwn mai uniaith Saesneg oedd y ddogfen a yrrwyd allan gennych. Os yw hynny'n wir, yna mae'n hollol annerbyniol. Dylid darparu dogfen Gymraeg.

Yn gywir

██████████
██████████
██████████
██████████

Translation added using: <http://www.etranslator.ro/translate-welsh-to-english.php>

I am writing to you on behalf of ██████████, a group of people from Gwynedd and Anglesey who are looking at ways to improve our communities. We object to the above application. We object to the fact that the consultation was not widely circulated in the surrounding area, or throughout North Wales, or to enough organizations who would be interested in responding. 'We ask you to extend the consultation period for at least another month beyond the unreasonably early deadline of 18th May 2020, as your original letter went out on 5th May 2020.' We ask you to redesign the questionnaire so that it seeks views on non-technical questions eg "Do you think a development like this is suitable for Llanbedr Airport?" We understand that the document you sent out was in English only. If that is the case, then it is totally unacceptable. A Welsh language document should be provided.

24)

[REDACTED]

Thank you for the information sent we feel as a family that not enough information has been given as yet on how the airfield will be developed In order to a answer your questionnaire objectively.

We would greatly appreciate to kept informed as we are your [REDACTED]

Thanking you

[REDACTED]

25)

[Redacted]

Dear Sirs

Thank you for your email with regards to changes of Airspace at Llanbedr Airfield. The Aeronautical Rescue Coordination Centre (ARCC) has reviewed the proposed changes and the proposals to look at the establishment of a Temporary Danger Area and have confirmed that they are content with the proposals which should not interfere with the operation of our search and rescue aircraft.

Best regards

[Redacted]

26)

[REDACTED]

ATZ Response plus translation below

From: [REDACTED] Sent: 18 May 2020 08:00 To: ATZ ACP - Snowdonia Aerospace <atz.acp@snowdoniaaerospace.com> Subject: Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Annwyl Snowdonia Aerospace Centre

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Mae [REDACTED] yn gweithredu'n ddi-drais dros y Gymraeg a chymunedau Cymru. Mae Rhanbarth Gwynedd a Môn o'r Gymdeithas yn gwrthwynebu'r cais i greu Parth Traffig Awyr ym Maes Awyr Llanbedr.

Deallwn mai uniaith Saesneg oedd y ddogfen a yrrwyd allan gennych ynglŷn â'r datblygiad uchod. Os yw hynny'n wir, yna mae'n hollol annerbyniol. Dylech ddarparu dogfen Gymraeg.

Gofynnwn i chi ein cynnwys ar eich rhestr ar gyfer gohebiaeth ac ymgynghoriadau sy'n ymwneud â Maes Awyr Llanbedr o hyn ymlaen. Mae'r rhestr o bobl 'r ydych wedi cysylltu â nhw yn gysylltiedig â'r diwydiant hedfan, ac felly nid oes modd i chi gael trawsdoriad o safbwyntiau cymdeithas yn ehangach.

Gofynnwn i chi ymestyn cyfnod yr ymgynghoriad am o leiaf fis arall y tu hwnt i'r dyddiad cau o 18fed Mai 2020.

Yn gywir

Swyddogion Rhanbarth Gwynedd a Môn

[REDACTED]

Dear Snowdonia Aerospace Center Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

[REDACTED] is a non-violent organization for the Welsh language and Welsh communities.

The Gwynedd and Anglesey Division of the Association objects to the proposal to create an Air Traffic Zone at Llanbedr Airport. We understand that the document you sent out regarding the above development was in English only. If that is the case, then it is totally unacceptable. You should provide a Welsh language document. We ask that you include us on your list for future correspondence and consultations relating to Llanbedr Airport. The list of people you have contacted is related to the aviation industry, so you cannot have a cross section of the views of wider society. Please extend the consultation period for at least another month beyond the closing date of 18th May 2020. Yours faithfully Gwynedd and Anglesey Regional Officers [REDACTED]

[REDACTED]

27)

[REDACTED]

To Whom it May Concern, as a resident of West Wales, I strongly object to the proposal of the airfield at Llanbedr and feel it is not in the national interests in any way.

Please make this matter a lot more public and extend the decision time.

thank you,

[REDACTED]

28)

[REDACTED]

Your recent correspondence regarding the proposed air space increase in conjunction with the Snowdonia Aerospace Centre at Llanbedr has been brought to my attention. I wish to raise objections to the lack of time in which to respond, to the lack of bilingual content and to the principles of the development.

We strongly object to the use of Wales as a space for military training, experimentation and expansion. We are at the most crucial of times: the world is gearing itself to recover from the catastrophe of Covid 19 and prepare itself to defend the most vulnerable from the effects of climate change. This is where we need to put our precious resources, our taxes and our energies, not in the use of military aircraft (used historically by those trained at Valley against citizens), nor the development of drones used to undermine international law and human rights, destroying lives with impunity.

There are many productive and peaceful ways that we may develop longterm jobs in the region. It is not in the interests of Wales or the rest of the world to develop this project, and to use the idea of the creation of secure jobs as an incentive for the development is an insult to the local people. We may be poor, but not that desperate that we would work for any organisation. We need sustainable jobs that promote the interests of the land, the community and future generations. How does this development even begin to comply with the Well-being of Future Generations Act(Wales)? These developments do not work towards "the kind of Wales we want to see" as described in the Act. I look forward to your response and wish to be included in the list of interested parties in the future.

Yours,

[REDACTED]

29)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree Yes Disagree

Other comment:

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree Yes Disagree

Other comment:

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree Yes Disagree

Other comment:

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree Yes Disagree

Other comment:

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree Yes Disagree

Other comment:

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree Yes Disagree

Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree Yes Disagree

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree Yes Disagree
Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree Yes Disagree
Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree Yes Disagree
Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

Limit the number of in out flights to a level tolerable by the local community and the National Park environment

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

No comment

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

Air Traffic Control Flight Planning Communication s etc must be in place.

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

The obvious Caravan and Camp Sites all around the Cambrian Coast

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

No comment

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

No comment

30)

NATS

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02 Representative Organisation: NATS NERL

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield. Your response: Agree Disagree Other comment: Neither agree nor disagree - Not Applicable

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes. Your response: Agree Disagree Other comment: Neither agree nor disagree - Not Applicable

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis. Your response: Agree Disagree Other comment: Neither agree nor disagree - Not Applicable

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users. Your response: Agree Disagree Other comment: Neither agree nor disagree - Not Applicable

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction. Your response Agree Disagree Other comment: Neither agree nor disagree - Not Applicable

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions. Your response: Agree Disagree Other comment: Neither agree nor disagree - Not Applicable

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety. Your response Agree Disagree Other comment: Neither agree nor disagree - Not Applicable

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety. Your response Agree Disagree Other comment: Neither agree nor disagree - Not Applicable

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it. Your response Agree Disagree Other comment: Neither agree nor disagree - Not Applicable

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths. Your response Agree Disagree Other comment: Neither agree nor disagree - Not Applicable

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application. Your response: Not Applicable

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design. Your response: Not Applicable

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying. Your response: Not Applicable

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of? Your response: Not Applicable

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace. Your response please provide details.

Not Applicable

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below. Your response: Not Applicable

31)

[REDACTED]

To whom it may concern

I am very concerned about proposals put by the Snowdonia Aerospace Centre, for developments at Llanbedr Airfield. [REDACTED] and I have inherited a small house at Llandanwg, where [REDACTED] used to live. I am concerned that the proposals would lead to a great increase in penetrating noise from up to 50 military aircraft a day! According to the BBC news website, up to 500 jobs might be created. However, I feel strongly that these would be offset by disturbance to vitally important local wildlife e.g. birds; also to the very important local tourism industry. At the moment it is a beautiful, peaceful environment for locals and visitors alike which I would hate to see destroyed by this development. Many people gain an income and employment in the area's tourism as well e.g. camping and caravanning sites, hotels, guest-houses and self catering accommodation providers. Speaking as a pacifist, do we really need this kind of military training? Shouldn't we concentrate our efforts and resources on peace-building, conflict management and reconciliation? I should add that I have no objection to the site being used for NON-military aircraft e.g. drones to carry medical supplies to rural areas.

Sincerely

[REDACTED]

32)

Historic Environment Branch Welsh Gov

[REDACTED]

Mae'r Gwasanaeth Amgylchedd Hanesyddol Llywodraeth Cymru (Cadw) yn hyrwyddo gwaith cadwraeth ar gyfer amgylchedd hanesyddol Cymru a gwerthfawrogiad ohono.

The Welsh Government Historic Environment Service (Cadw) promotes the conservation and appreciation of Wales's historic environment.

Rydym yn croesawu gohebiaeth yn Gymraeg ac yn Saesneg. We welcome correspondence in both English and Welsh.

Snowdonia Aerospace

atz.acp@snowdoniaaerospace.com

Eich cyfeirnod Your reference

ACP-2020-02

Ein cyfeirnod Our reference

Dyddiad Date

18 May 2020

[REDACTED]

Dear Sir/Madam

Llanbedr Aerodrome Air Traffic Zone

Thank you for your letter of 5 May asking for Cadw's feedback on proposed change of airspace use surrounding Llanbedr Airfield.

Our records show that the historic assets listed in Annex A are potentially affected by the proposal. The setting of designated historic assets concerns the manner in which the surroundings of a historic asset or place contribute to how it is experienced, understood and appreciated. It encompasses why the asset was built in its particular location, the use of the asset, when constructed and later, and also modern use and belief. Tranquillity can make an important contribution to the setting of a designated historic asset and therefore the increased use of the Llanbedr Aerodrome and the consequent rise in noise could have an adverse impact on the settings of most of the designated historic assets that have been identified.

However, it is noted that the proposed flight paths are to the west over the sea (and apart from the historic wreck, which is submerged and will not be affected by the increase noise) all of the designated heritage assets are to the east. Consequently, whilst it is anticipated that there will be an increase in noise levels around the designated historic assets this will only be for short periods and therefore any harm to the tranquillity of them will be short term and transitory.

I hope you find this information helpful.

Yours sincerely

[REDACTED]

Annex A

Llanbedr Aerodrome Air Traffic Zone Designated Historic Assets Potentially Affected

The below designated heritage assets are located inside the proposed Air Traffic Zone and the Harlech Section of the Castles and Town Walls of King Edward in Gwynedd World Heritage Site is located some 1.5km to the north.

Scheduled Monuments ME003 Dyffryn Burial Chamber ME004 Berth Ddu Hut Circles ME010 Muriau'r Gwyddelod Ancient Village ME011 Gwern Einion Burial Chamber ME056 Llanbedr Standing Stones ME064 Byrlysg promontory fort ME065 Bron-y-Foel West Burial Chamber

ME095 Groes Las Prehistoric Settlement & Field System ME097 Brwyn-Llynau Enclosed Settlement ME113 Fron-Galed Homestead ME120 Tyddyn Du Enclosed Settlement ME123 Clogwyn Arllef Hillfort & Field System ME155 Enclosure near Bron y Foel, Moelfre ME158 Enclosure and Early Field System North of Fronhill, Llanfair ME160 Hut Circle West of Pen-y-Bryn ME162 Settlement and Field System at Bron y Foel Uchaf ME207 Hengaeau Standing Stone ME249 Medieval Ecclesiastical Structure SE of Ty'n y Coed Cottage

Registered Parks and Gardens PGW (Gd) 27(GWY) Cors-y-Gedol (grade II)
Registered Historic Landscape HLW (Gw) 2 Ardudwy
Historic Wreck DW1 Bronze Bell
Cadw 18 May 2020

33)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree

Other comment:

Introduction of METAR and TAF will be a bonus for crews

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree

Other comment:

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree Disagree

Other comment: No Comment

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree Disagree

Other comment: No Comment

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree Disagree

Other comment: No Comment

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree Disagree

Other comment: No Comment

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time

of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree

Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree

Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree Disagree

Other comment

No Comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

Nil

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

Nil

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

Nil

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

No Comment

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

Nil

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

Nil, [REDACTED] aircraft working in the area will contact and work with ATC as they would normally

34)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

INDEPENDENT ACTIVE GA PILOT WITH AN AIRCRAFT HANGARED AT PENIARTH & OPERATING FROM:

PENIARTH & TALYBONT GRASS AIRSTRIPS (12 MILES SOUTH OF LLANBEDR) UNDER OWNERSHIP OF MR. WILLIAM WILLIAMS-WYNNE, PENIARTH ESTATE, LLANEGRYN, TYWYN, GWYNEDD

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree YES

Disagree

Other comment:

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree NO Disagree YES

Other comment: MY AIRCRAFT IS BASED 12 MILES SOUTH OF LLANBEDR AT 2 GRASS AIR STRIPS TALYBONT & PENIARTH (BOTH ON THE AIRCHARTS). INCREASED TRAFFIC COULD AFFECT SAFETY IN MY HOME CIRCUITS, APPROACHES AND DEPARTURES.

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree YES Disagree

Other comment:

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree YES Disagree

Other comment:

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree YES Disagree

Other comment:

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions.

Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree YES

Disagree

Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree YES
Other comment:

Disagree

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree YES
Other comment:

Disagree

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree YES
Other comment:

Disagree

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree YES
Other comment:

Disagree

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response NONE I AM AWARE OF

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

LLANBEDR AIRFIELD LIES UNDER A WELL ESTABLISHED GA AIRCRAFT COASTAL ROUTE THAT LINKS ALL WEST COAST AIRFIELDS. FAIR WEATHER THROUGH ALL YEARLY SEASONS BRINGS GA PILOTS TO THE WEST COAST OF WALES FOR THE OBVIOUS BEAUTIFUL SCENERY. FLYING THE COAST ALLOWS ACCESS FOR MANY PILOTS INEXPERIENCED WITH MOUNTAIN FLYING.

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

I FLY THE WEST COAST OF WALES REGULARLY FROM PENIARTH & TALYBONT ENJOYING VISITS TO LLANBEDR & CAERNARFON OR TRANSITTING THESE AIRSPACES. MY HOME CIRCUITS FOR PENIARTH & TALYBONT ARE ONLY HALF A MILE NORTH OF THE TALYLLYN VALLEY RAF 'MACH LOOP' WEST BOUND EXIT LINE TO THE TYWYN COAST. I HOLD CONCERNS ABOUT INCREASED RAF TRAINING ACTIVITY FROM LLANBEDR ATZ AND RAF VALLEY THAT MAY ROUTE OVER PENIARTH & TALYBONT AND AIRSPACES TO THE NORTH AND SOUTH OF THESE GRASS AIRFIELDS. I ALSO HOLD CONCERNS ABOUT POSSIBLE AIRSPACE RESTRICTIONS THAT YOUR PLAN MAY IMPOSE. THE PLACING OF UAV & UAS AIRCRAFT AT WEST WALES AIRPORT HAS MADE GA FLIGHT VISITS SO RESTRICTIVE AS TO BE UN-WORTHWHILE. THERE HAVE BEEN TALKS IN THE PAST OF PLACING THE SAME AIRCRAFT AT LLANBEDR WITH OBVIOUS PROFITABLE ADVANTAGES TO LLANBEDR AIRFIELD AND THE MILLITARY & CIVIL STRATEGIES. ONCE AN ATZ LICENCE IS ESTABLISHED AT LLANBEDR, I HOLD CONCERNS THAT DRONE

OPERATIONS COULD EASILY BE PLACED AT LLANBEDR WITH A POSSIBLE WEST COAST CORRIDOR AIRSPACE RESTRICTED LINK BETWEEN WEST WALES AIRPORT AND LLANBEDR AIRFIELD. IF THIS STRATEGY WAS IMPLEMENTED, FLIGHTS TO & FROM PENIARTH & TALYBONT WOULD BE MADE INOPERABLE.

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details

NONE I AM AWARE OF

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

GA PILOTS RELY ON THE COASTAL LINEAR ROUTE TO LINK AIRFIELDS AT HAVERFORD WEST AIRPORT, WEST WALES AIRPORT/ABERPORTH, TALYBONT & PENIARTH, CAERNARFON & BEYOND. THE FAVOURABLE COASTAL WEATHER MITIGATES AGAINST THE UPLAND CLOUD AND TURBULENCE CLOSE IN SHORE AND ALONG THE MOUNTAIN MASSES OF CADAIR IDRIS AND THE RHINNOGYDD. A LLANBEDR ATZ WILL PRESS PILOTS OVER SEA TOWARDS RAF FLIGHT PATHS OR 2000 FEET AND ABOVE INTO POTENTIAL CLOUD & MIST OR WORSE STILL 2 TO 2.5 KM INLAND & EAST OF LLANBEDR TO A PRECARIOUS MOUNTAIN ROUTE. AS A LOCAL MOUNTAIN RESCUE TEAM MEMBER FOR 45 YEARS, THE CALL I ATTENDED WITH MY TEAM FOR THE MULTI FATAL ROBINS HELICOPTER CRASH ON RHINNOG FAWR 2 YEARS AGO GIVES TESTAMENT.

35)

Snowdonia National Park Authority

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

Snowdonia National Park Authority

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree Disagree

Other comment:

We are not able to assess and comment on this element and therefore can neither agree nor disagree.

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree Disagree

Other comment:

We are not able to assess and comment on this element and therefore can neither agree nor disagree.

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree Disagree

Other comment:

There is a potential for significant impact on the Special Quality of 'Tranquility and Solitude' of Snowdonia National Park - one of the reasons for its designation as a National Park in 1951. There is a suggestion of an increase to '60/week, with a maximum of 20 movements/day during peak activity', which is a significant increase in volume of air traffic over this protected area.

Current Tranquility measurements place noise pollution, visual intrusion and light pollution all at a high negative weightings. A natural tranquility assessment would be beneficial to any change of use in this space. There will be a potential effect on the amenity of local residents and visitors, including their ability for quiet enjoyment.

There is reference to air traffic being capped at 18:00 – but it will be important to consider the potential impact on Dark Skies Reserve status of this area – and the associated Pen Llŷn a'r Sarnau which has the statutory designation Special Area of Conservation (SAC) – should developments increase light pollution. The Meirionydd Oakwoods and Bat Sites, which is also a SAC is also in very close proximity to the airfield site.

All of the above would also have potential impact on air pollution, biodiversity and protected species in the area, particularly if the current proposals lead to increased buildings/runway/technology needed on site. Although not outlined in the current documentation, the circulation list of several other aviation organisations and sites suggests that the aim may be for further and future development.

It should also not be forgotten that Pen Llŷn a'r Sarnau Special Area of Conservation is also a marine protected area and change in use of air space over this area would have a significant impact on marine activity. This is a huge site made up of Pen Llyn (the Llyn peninsula) to the north and the Sarnau reefs to the south, as well as the large estuaries along the coast of Meirionnydd and north Ceredigion – in total it covers 230km of coastline.

Whilst Harlech Castle is 7km away, its designation as a World Heritage site should be fully considered.

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied

to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree Disagree

Other comment:

As response to 3.

It would be useful to have a full Environmental Impact Assessment in advance, considering the multiple designations of sites in that area (including marine) which also takes full account of Tranquility measurements and impact.

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree Disagree

Other comment:

As per response to 3 & 4 – without a full environmental assessment, it is impossible to agree or disagree with this statement.

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree Disagree

Other comment:

As per response to 3, 4 & 5 – without a full environmental assessment, it is impossible to agree or disagree with this statement.

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre-planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree Disagree

Other comment:

We are not able to assess and comment on this element and therefore can neither agree nor disagree.

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree Disagree

Other comment:

As per response to 3, 4, 5 & 6 – without a full environmental assessment, it is impossible to agree or disagree with this statement.

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree Disagree

Other comment

As per response to 3, 4, 5, 6 & 8 – without a full environmental assessment, it is impossible to agree or disagree with this statement.

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree Disagree

Other comment

It is vitally important the design takes into account local development policy contained within the Eryri Local Development Plan 2016 – 2031. In particular, attention needs to be given to Development Policy 27 and the requirement to an agreed outline masterplan for the site.

This proposal needs to ensure all relevant planning permissions/lawful use certificates have been sought/are in place. In November 2009 under reference NP5/62/LU338 an application for a certificate of lawful use (existing use) was refused for 'Continued Use of Land and Buildings as Airfield for the landing of aircraft and departure of aircraft including related operational activities thereat'.

As well as noting the points raised earlier, any proposal must consider the requirements of the Habitats Regulations.

As suggested earlier, consideration needs to be also given to the submission of a full Environmental Impact Assessment in advance, considering the multiple designation of sites in the area (including marine) which also takes full account of tranquility measures and impact.

11. Please let us know if there are any daytime or nighttime constraints that you consider the CS could take into account when making this application.

Your response

Please consider all information provided in our earlier responses. Constraints should be subject to a full evaluation of impact on Tranquility and Solitude as well as Dark Skies Reserve status held in this protected area.

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

Please consider all information provided in our earlier responses. Constraints should be subject to a full environmental evaluation, including the impact on Tranquility and Solitude as well as Dark Skies Reserve status held in this protected area.

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

We are not able to assess and comment on this element and therefore can neither agree nor disagree.

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

Yes – as outlined in all information provided above, Snowdonia National Park is a designated Tranquil area, therefore it is noise sensitive. It also holds International Dark Skies Reserve status which is affected by noise and light pollution. Consideration must also be given to nearby CROW land and the proximity of existing footpaths, long distance trails e.g. the coastal footpath, which are used for the quiet enjoyment of the National Park.

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

Please see responses to statements 3, 4, 5, 6, 8, 10 & 14.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

Please see responses to statements 3, 4, 5, 6, 8, 10, 14 & 15.

36)

Llanbedr Aerodrome (Danger Area) ACP-2019-58

Representative Organisation: Liverpool John Lennon Airport

<p>1. The design of airspace is appropriate due to the need described and in order to provide a safe environment for airspace users. (See: Statement of Need.)</p>		
Your response:	Agree Yes	Disagree
<p>Other comment:</p> <p>LJLA & ATCSL support the enhancement of the safety in the area around Llanbedr for all airspace users.</p>		
<p>2. The design must allow access to sufficient area to accommodate the wide range of anticipated different types of air vehicle requiring to use it for the range of RDT&E purposes, but could be sub divided</p>		
Your response:	Agree Yes	Disagree
<p>Other comment:</p> <p>The primary purpose of the ACP should be to facilitate the continued operation of the range facility, whilst seeking to improve access to the wider aviation community in a safe controlled manner.</p>		
<p>3. The design must minimize the impact to other airspace users by activation only when required based on need.</p>		
Your response:	Agree Yes	Disagree
<p>Other comment:</p> <p>The impact of both local and en-route airspace users' needs to be taken into consideration and kept to a minimum. As the ACP develops the design needs to seek to improve co-ordination and integration of traffic to make the overall use of the airspace as efficient and safe as practical.</p>		

4. The airspace should be as accessible as possible to other users and be managed in accordance with Flexible Use of Airspace (FUA) principles as far as is practicable (Efficiency and Airspace Sharing)

Your response:

Agree **Yes**

Disagree

Other comment:

Safe access for all airspace users in a flexible manner is to be encouraged, when the range is not in use.

5 The design should be in accordance with current airspace regulation and use a pre existing designation of airspace with established parameters (Conformity, Simplicity and Safety)

Your response

Agree **Yes**

Disagree

Other comment:

As a minimum ICAO, EASA and CAA guidance must be a prerequisite for the designation and design of the Llanbedr airspace change proposal as it progresses

6. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

The timing/scheduling of the Llanbedr operations are unlikely to have an impact on the LJLA operation; therefore, we have not further comments.

7. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on the airspace design

Your response:

This is more of a local issue and if the airspace change proposal does not have an impact on the commercial operation from LJLA, the comments of local airspace users may be more appropriate.

8. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

This is more of a local issue and if the airspace change proposal does not have an impact on the commercial operation from LJLA, the comments of local airspace users may be more appropriate.

9. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

The LJLA ACP Stage 3 formal public consultation has been completed, please be cognitive of the proposed changes as the Llanbedr design is developed.

10. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

The LJLA ACP Stage 3 formal public consultation has been completed, please be cognitive of the proposed changes as the Llanbedr design is developed.

37)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree Disagree

Other comment: This is a chicken and egg question. I would agree if the question asked - WHETHER an ATZ would be appropriate IF there was an increased movement of air traffic

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree

Disagree yes

Other comment: I find it hard to agree with this statement since in my flying career from Peniarth and Talybont airfields a pilotless Jindivic drone from Llanbedr overflew Peniarth airfield and crashed into [REDACTED] on Cader Idris and a fuel tank fell off a fast jet and buried itself in a field adjacent to Talybont airfield

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree yes Disagree

Other comment:

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree Disagree

Other comment: sounds sensible

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree Disagree

Other comment:

There is currently regular and active drone flying 12 miles to the South of Llanbedr as well as two long established grass airfields

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree Disagree

Other comment: Roger

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree Disagree

Other comment: Roger

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree Disagree

Other comment: : Roger

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree Disagree

Other comment : Roger

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree Disagree

Other comment: Roger

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response these constraints have already been mentioned as drone flying, and light aviation operating out of Talybont and Peniarth airfields 12 miles to the South

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response these constraints have already been mentioned as drone flying, and light aviation operating out of Talybont and Peniarth airfields 12 miles to the South

There is also the problem for light aircraft transitting to the West of the proposed ATZ who are seldom transponder equipped and oftern only have handheld radios

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

These constraints have already been mentioned as drone flying, and light aviation operating out of Talybont and Peniarth airfields 12 miles to the South

There is also the problem for light aircraft transitting to the West of the proposed ATZ who are seldom transponder equipped and oftern only have handheld radios

Your response

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your responseThe usual schools, hospitals and nursing homes one finds in the countryside

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

These constraints have already been mentioned as drone flying, and light aviation operating out of Talybont and Peniarth airfields 12 miles to the South

There is also the problem for light aircraft transitting to the West of the proposed ATZ who are seldom transponder equipped and oftern only have handheld radios

See 16 below

Your response please provide details.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

38)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation: [REDACTED]

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree

Disagree YES

Other comment:

[REDACTED] will not have sufficient expertise in aviation control to comment on the technical detail outlined here. However, we are clear that the overall safety of those who are within the flight area is of paramount importance and would expect that the incorporation of an ATZ would be undertaken in a way that ensures the safety of those people and communities that are affected by it.

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree

Disagree YES

Other comment: Without having been part of a clear and structured engagement process on this proposal it is difficult for [REDACTED] to offer informed comment on the question. The proposals outlined need to be communicated clearly to all stakeholders. Granted the Covid-19 crisis has changed the way that we all work, but there should be a clear information campaign that outlines the objectives of this exercise and the implications that it may have on all the stakeholders within the community.

Pausing the consultation would offer reassurance of transparency within the process. Although it is deemed within the introductory document that this is not the case, we would beg to differ.

Granted the sponsors feel that it is appropriate to proceed with the process, it would assist stakeholders vastly if a series of online meetings/presentations/webinars could be delivered ahead of stakeholders providing comment via this document.

Without clarity around the definition of 'nearby aerodromes' it is difficult to offer an informed view.

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree YES

Disagree

Other comment: To clarify, we agree that through an increased level of air traffic in and around the airfield. For our members that are located within the ATZ there will be a greater level of noise disturbance and the associated sound pollution that this will bring. Increased noise levels is likely to have a detrimental effect on livestock production in the area and the general enjoyment of the environs around the ATZ.

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree YES

Disagree

Other comment: Clarity on which routes are used coupled with respect to those that are affected by air traffic noise is vitally important. Minimising any disruption to the enjoyment of those residing and undertaking business activity in the area.

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree

Disagree YES

Other comment: This is a specialised statement that requires an air traffic expertise that is beyond the remit of what our organization will hold. It is therefore a point that we are unable to declare agreement on.

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree YES

Disagree

Other comment: Again this is a specialist request for agreement. Whilst we are in agreement that consideration should be given to the enjoyment of their surroundings for both residents and businesses in the area [REDACTED] will not have sufficient expertise to advise on this. In broader terms, any technical approaches that can be undertaken to reduce noise pollution and disruption to the daily life of those nearby is broadly welcomed.

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree YES

Disagree

Other comment: Both practitioner and community safety is paramount when aircraft are deployed on training flights. It is difficult to disagree with the statement above as it will always be a case of taking the correct action for the preservation of life. However, if permission were granted for the ATZ, regular monitoring and reporting of such instances would be expected. Furthermore, regular analysis of the safety records should always inform the decision making in terms of future approach routes and any permanent amendments thereafter should be the subject of further consultation.

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree

Disagree YES

Other comment:

More clarity is required in this matter. If the ATZ is implemented, as has been stated in all correspondence, purely for the benefit of RAF training from Valley it does seem at odds to think that the provision purely for RAF Valley can be overridden for alternative provision. Agreeing to a 'general usage' clause beyond this – without clarity on its purpose and potential uses seems to demean the whole intention of the original request.

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree

Disagree YES

Other comment

Again [REDACTED] feels that there is a need to provide greater clarity in terms of what this consultation is about. Much of it is presented as a need by the RAF to use the airfield as a supplementary training area to Valley. However much of what is discussed in the document seems to relate to how the permissions granted under that request can be amended to General Air Traffic. The consultation appears at odds with itself in terms of what is being proposed for the airfield.

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree YES

Disagree

Other comment

As with any new development or extended provision that is proposed, we would expect that the proposal would be subject to the local planning policy enforced through the competent authority for the area.

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

Feedback from the membership outlines that it should be clear that any additional flying capacity that has been identified should be justified. Concerns have been raised in terms of why the RAF, having decommissioned the site nearly two decades ago are now finding the need to re-commission it. Members are keen to understand what has changed. During this period the nature of the economy around the coastal area from Criccieth around to Barmouth has incorporated more tourism. Many farm businesses have included this in their enterprise mix. Much of this business is based around the outstanding scenery and tranquility that visitors enjoy. There is a fear that increased air traffic during the daytime can affect this market, however night time flying would jeopardise this further. Of course, the underlying factor here would be the affect additional flight traffic would also have on residents in the area.

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

██████████ have been approached by a member who does utilize two private airfields further along the coast to the South of Llanbedr. Significant concern has been raised about the effect the ATZ may have on these adjoining airfields and any additional effect that these proposals may have on the General Aviation Operations that are focused around those two sites. We have been made aware that the owner of these two sites hadn't been included within the list of stakeholders to this consultation.

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

In terms of representations made to ██████████ there is a degree of concern as to what constraints these proposals may have on the activities on the two airfields in the Dysynni area. Light aircraft operate from both of these sites and our member also flies drones to assist with the management of the extensive mountain farm that they operate. There is a grave concern what effect or constraints the proposed activities at Llanbedr may have on operations in and around the airspace utilized by him some 12 mile south.

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

Engagement with local members, highlight sensitivities around increased noise pollution for local residents, coupled with the affect on the well established tourist industry that has expanded along the Meirionnydd coastline. Increased air traffic and the associated activity and noise levels from take off and landing will have a marked affect on the community. We would also wish to share the concern among farming members of ██████████ that the additional air traffic, especially with the take off from the site could have detrimental effects in terms of livestock management and animal health and fertility levels. Additional work should be carried out to quantify what these affect might be. We would expect that some form of Environmental Impact Assessment would be undertaken prior to the establishment of any new ATZ.

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

As listed in questions 12, 13 and 14.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

██████████ would again wish to point out the issues in relation to the airfield already operational along the coastline, and any infringement this designation may have on their operational ability.

39)

No information

I would like to put in an objection to this development .Unfortunately many of us have just be made aware of this proposal .

Is it possible that the consultation period could be extended.?

██████████

40)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree

Other comment:

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response:

Other comment: N/A

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response:

Other comment: I do object strongly to the increase level of noise of which will affect the tourist industry of the area and will undoubtedly lead to decrease numbers of visiting tourist and hence income from the tourist industry.

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Partly Agree

Other comment: This will also depend on the wind direction

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response

Other comment:

- The noise pollution will be greatly enhanced when gathering speed at the end of the runway and the angle of the aircraft will be more vertically of which will avert-ably affect people and livestock
- Noise pollution may well inhibit other business to establish at the airfield

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response:

Other comment: With past experience this may be in doubt

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree

Other comment: Safety will be a priority

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response

Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response

Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree

Other comment The design and operational development should also be accountable to the local business and residence as well as the Snowdonia National Park

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

I do object strongly to this proposal on the following grounds

- It will change the nature of the peaceful area which is ideal for tourist
- It will most probably affect the route and times of the air ambulance.
- It will not deliver much employment as there will be also employment lost
- Any complaints raised after by the local residence or businesses will be most probably be ignored

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

- Any complaints raised after by the local residence or businesses will be most probably be ignored

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

N/a

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response Yes, it will probably affect tourism and livestock

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

Set up a consultation Committee so local residence can voice any concern about the proposal

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

As a residence of the area including a tourist business

Strongly oppose to this proposal

41)

[REDACTED]

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on

behalf of) [REDACTED]

[REDACTED]

[REDACTED]

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response:

Agree

Other comment:

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response:

Agree

Other comment:

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response:

Agree

Other comment:

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response:

Agree

Other comment:

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response

Agree

Other comment:

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response:	Agree	
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Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response	Agree	
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Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response	Agree	
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Other comment:

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response	Agree	
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Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response

Agree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

Limit flights between 2200 and 0800

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

42)

[REDACTED]

**QUESTIONNAIRE IN RELATION TO:
Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02**

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

[REDACTED]

<p>1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.</p>		
<p>Your response:</p>	<p>Agree YES</p>	<p>Disagree</p>
<p>Other comment:</p>		
<p>2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.</p>		
<p>Your response:</p>	<p>Agree YES</p>	<p>Dis agree</p>
<p>Other comment:</p>		
<p>3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.</p>		
<p>Your response:</p>	<p>Agree YES</p>	<p>Disagree</p>
<p>Other comment: The design will increase levels of military air traffic but may decrease GA traffic, as some GA pilots prefer to take the easy option and stay away from controlled airspace.</p> <p>How many movable hours per day might SA restrict Valley to ?</p>		

COMMERCIAL-IN-CONFIDENCE

A question posed by ourselves and no doubt others is how much the Valley traffic will affect other aviation operations based at the airfield

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response:

Agree YES

Disagree

Other comment:

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response

Agree YES

Disagree

Other comment:

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response:

Agree YES

Disagree

Other comment: this statement refers purely to Valley traffic correct ? because the establishment of an ATZ itself is unlikely to have any significant effect on GA planning and noise and emissions.

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

COMMERCIAL-IN-CONFIDENCE

Your response	Agree YES	Disagree
Other comment:		
<p>8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.</p>		
Your response	Agree YES	Disagree
Other comment:		
<p>9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.</p>		
Your response	Agree YES	Disagree
Other comment		
<p>10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.</p>		
Your response	Agree YES	Disagree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response nothing that may have an effect on helicopter operations

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response The number of movements is expected to rise to 600 per year, 100 to 200/week and max 50 day. What is the notification procedure of these movements so that other airfield operations can be integrated. i.e when are other airfield operators going to know of Valley's movement plans – the morning of the day, or the week before etc. Our experience here at Welshpool is that military traffic rarely arrives at the promulgated time.

As per point 16, we would contend that helicopter training and tours can occur at the same time as military traffic arrivals and departures, with our departures and arrivals to/from the East.

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response It will affect them if the ATZ does not allow non radio traffic

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response None known

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

Just a general point really.... Presuming that there will be an increase in the amount of noise complaints, there could be a general rise in the dislike of aviation activities within Snowdonia National Park as a whole, as a lot of visitors come to the area for the tranquility which they may feel is reduced by the noise of fast jet traffic. So a concern could possibly be that SA have to restrict GA movements and other operators activities in order to appease noise complaints, because SA are unable to adjust the contractually bound movements of Valley traffic.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

The 500m protection zone either side of the 17/35 runway centerline seems excessive, and takes away the ability of fixed wing traffic to use runway 15/33 for taxiing ?

We would contend that helicopter arrivals and departures can occur at the same time as Valley arrival and departures (and other activities) by doing so on a track between 020 and 140 inbound and outbound

43)

[REDACTED]

**QUESTIONNAIRE IN RELATION TO:
Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02**

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

[REDACTED]

<p>1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.</p>		
<p>Your response:</p>	<p>Agree YES</p>	<p>Disagree</p>
<p>Other comment:</p>		
<p>2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.</p>		
<p>Your response:</p>	<p>Agree YES</p>	<p>Dis agree</p>
<p>Other comment:</p>		
<p>3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.</p>		
<p>Your response:</p>	<p>Agree YES</p>	<p>Disagree</p>
<p>Other comment: Skydiving will be more active at the weekends, but particularly during school holidays and the summer season will be conducted on weekdays too. People often skydive for charity and want their activity witnessed by family members and friends etc. Consequently the jump is often booked weeks/months in advance.</p> <p>How many movable hours per day might SA restrict Valley to ? How far in advance will movement of these hours be promulgated to allow other businesses to plan their operations ?</p>		

As the CS/SA is aware, [REDACTED] (through British Skydiving) is arranging a Letter of Agreement with RAF Valley (latest contact – [REDACTED]) which will define how skydiving activities will be deconflicted with military activity.

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response:	Agree YES	Disagree
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Other comment: Our intention is for the jump aircraft to climb and descend over the sea to the West to minimise noise – it's departure and arrival profile will be also be determined in deference to military profiles.

As a commercial operation it is vital that the jump aircraft is up and down as quickly as possible, and does not take off and then have to circle while unannounced/delayed military traffic executes its procedures.

From our point of view therefore prior knowledge of Valley's activities and knowing the timing of those activities is paramount.

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response	Agree YES	Disagree
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Other comment: See 4. above

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

COMMERCIAL-IN-CONFIDENCE

Your response:	Agree YES	Disagree
<p>Other comment: does this statement refer purely to Valley traffic ?</p> <p>Because it doesn't necessarily apply to traffic in the circuit.</p> <p>And the jump aircraft needs to have its own defined routing to keep its airborne time as low as possible.</p>		
<p>7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.</p>		
Your response	Agree YES	Disagree
<p>Other comment:</p>		
<p>8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.</p>		
Your response	Agree YES	Disagree
<p>Other comment:</p>		

COMMERCIAL-IN-CONFIDENCE

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response	Agree YES	Disagree
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Other comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response	Agree YES	Disagree
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Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response no other constraints relating to skydiving

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response
Presumably the airfield operations manual will define military profiles, GA circuit patterns, jump aircraft profiles and helicopter departure and arrival routings..

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response It will affect them if the ATZ does not allow non radio traffic

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response None known

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

Just a general point really.... Presuming that there will be an increase in the amount of noise complaints, there could be a general rise in the dislike of aviation activities within Snowdonia National Park as a whole, as a lot of visitors come to the area for the tranquility which they may feel is reduced by the noise of fast jet traffic. So a concern could possibly be that SA have to restrict GA movements and other operators activities in order to appease noise complaints, because SA are unable to adjust the contractually bound movements of Valley traffic.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

The 500m protection zone either side of the 17/35 runway centerline seems excessive, and takes away the ability of fixed wing traffic to use runway 15/33 for taxiing ?

Otherwise, please see 4 above.

44)

[REDACTED]

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

<p>1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.</p>		
<p>Your response:</p>	<p>Agree</p>	<p>Disagree</p>
<p>Other comment:</p> <p>We note that a high number of daily flights will take place at times</p> <p>Under current COVID-19 lockdown circumstances, no meetings of the [REDACTED] or formal public consultation has been possible. Therefore, we have not been able to give a full response to the consultation.</p> <p>However, we recognise and welcome the fact that there will be further opportunities for comment from [REDACTED] and from the public later in the consultation process.</p>		
<p>2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.</p>		
<p>Your response:</p>	<p>Agree</p>	<p>Disagree</p>

COMMERCIAL-IN-CONFIDENCE

Other comment:		
3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.		
Your response:	Agree	Disagree
Other comment: Noise levels would be a concern for the area in general. We welcome that there is no proposal for weekend flying.		
4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.		
Your response:	Agree	Disagree
Other comment:		
Welcome the fact that the flights will mostly be over the sea.		
5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.		
Your response	Agree	Disagree
Other comment:		
6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.		

COMMERCIAL-IN-CONFIDENCE

Your response:	Agree	Disagree
Other comment:		
We welcome any measures to reduce noise and emissions.		
7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.		
Your response	Agree	Disagree
Other comment:		
8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.		
Your response	Agree	Disagree
Other comment:		
9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.		
Your response	Agree	Disagree

COMMERCIAL-IN-CONFIDENCE

Other comment		
<p>10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.</p>		
Your response	Agree	Disagree
Other comment		
<p>11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.</p>		
Your response		
<p>12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.</p>		
Your response		
<p>13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.</p>		
Your response		
<p>14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?</p>		
Your response		

There are scattered residential properties to the North, East and South including the more concentrated settlements of Harlech, Llanfair, Llandanwg, Llanbedr and Dyffryn Ardudwy which would all be sensitive to aircraft noise.

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

We note that a high number of daily flights will take place at times

Under current COVID-19 lockdown circumstances, no meetings of the [REDACTED] [REDACTED] or formal public consultation have been possible. Therefore, we have not been able to give a full response to the consultation.

However, we recognize and welcome the fact that there will be further opportunities for comment from [REDACTED] and from the public later in the consultation process.

During subsequent stages of the consultation we would be grateful for further information about potential local job opportunities associated with these proposals. In addition, we would be interested to know if apprenticeships and other training opportunities will be offered at Llanbedr for local people

45)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree AGREED

Disagree

Other comment:

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree Disagree

Other comment: It appears not.

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree Disagree

Other comment: The levels of traffic are of great concern. We agree that the hours should be restricted. We also believe that it should be specified that incoming and outgoing traffic use the seaward side of the Zone except in case of emergency. This is to minimise the inevitable problem of excess noise.

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree Disagree

Other comment: Please remove the word 'mostly'. All aircraft should arrive from the seaward side, preferably from the west.

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree Disagree

Other comment: It is unclear whether this refers to RAF Valley (as it appears to) or to Llanbedr. If to Llanbedr, then yes those headings should be the outer limits of the range, with a move to 240 degrees immediately after take off.

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree AGREED

Disagree

Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree AGREED Disagree

COMMERCIAL-IN-CONFIDENCE

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree Disagree

Other comment: Not well understood so no comment

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree Disagree

Other comment We request that no weekend flying takes place, now or in the future.

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response AgreeAGREED

Disagree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response. Please avoid flying outside the hours specified above and at weekends.

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response We are not aware of the requirements of these activities so cannot comment.

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response Noise sensitive areas are:

1. Population Centres: Harlech, Porthmadog and Borth-y-Gest principally but not exclusively – villages in Arduwy and summer caravan parks are also sensitive areas.

2. Wildlife areas. The estuaries of the Glalsyn and the Dwryd are internationally important for their wildlife, and the Rhinogydd are one of the last 'wilderness areas' where silence and solitude are important factors.

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response Only the constraints already mentioned.

COMMERCIAL-IN-CONFIDENCE

**46)
MOD**

On behalf of the MOD, please find below our response to your DP Questionnaire for the ATZ ACP.

<p>1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.</p>		
<p>Your response:</p>	<p>Agree</p>	
<p>2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.</p>		
<p>Your response:</p>	<p>Agree</p>	
<p>3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.</p>		
<p>Your response:</p>	<p>Agree</p>	
<p>4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.</p>		
<p>Your response:</p>		<p>Disagree</p>
<p>Other comment:</p> <p>This implies an ATS not a FIS.</p> <p>Local agreements for noise provisions may be applied and agreed with local airspace users and population, but this is not part of an ATZ ACP. Furthermore, this does not imply a "regularized approach path" and will not preclude MOD aircraft operating as required in Class G airspace.</p>		
<p>5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.</p>		
<p>Your response</p>		<p>Disagree</p>

COMMERCIAL-IN-CONFIDENCE

MOD do not believe that this is a design principle. Outside of the ATZ, it is class G airspace.

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response:

Agree

Disagree

MOD do not comment on environmental impact of ACPs.

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response

Agree

Disagree

MOD do not believe that this is a design principle.

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response

Agree

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response

Agree

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

No comment.

COMMERCIAL-IN-CONFIDENCE

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

No comment.

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

No comment

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

No comment

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

No comment

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

No comment

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

No comment.

47)

GATCO

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

The Guild of Air Traffic Control Officers (GATCO) is a UK-wide professional organisation which promotes the highest standards in all aspects of air traffic management and is dedicated to the safety of all who travel or gain their livelihood in the air, with membership drawn from both civilian and military controllers. We are heavily involved in the work of the International Federation of Air Traffic Controllers' Associations (IFATCA), which includes representations to ICAO and SES, amongst others.

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree

Other comment: GATCO agrees the re-establishment of the ATZ will enhance safety for aircraft using the airfield.

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree

Other comment: GATCO suggests that proper training/ familiarisation must be provided whenever changes such as these are introduced. When any change takes place, the risk for deviations/ uncoordinated penetrations by aircraft is high. As such it is essential that Snowdonia aerospace provides training and information on the implications of the new airspace to ensure the proposed changes can be delivered safely. Care must be taken during the implementation phase to protect the controllers and aircraft alike.

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree Disagree

Other comment: No comment

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree

Other comment: No further comment

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree Disagree

Other comment: No comment

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree

Other comment: No further comment

COMMERCIAL-IN-CONFIDENCE

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree

Other comment: No comment

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree

Other comment: GATCO believes linking the provision of the FIS and the establishment of the ATZ will avoid potential confusion for airspace users.

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree

Other comment: GATCO agrees with the policy that airspace should be established to protect users as appropriate, and that the use of such airspace should be reviewed to ensure it is still required.

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree Disagree

Other comment: No comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response: nothing to add

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response: GATCO does not believe that the area is currently used by much GA traffic: and as such the benefit of establishing the ATZ outweighs any possible inconvenience.

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response: GATCO believes the provision of a FIS will enhance safety for other airspace users. We believe that the introduction of an FRZ will protect users from unmanned aircraft at a critical phase of flight.

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response: No comment

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details. GATCO understands (while the ATZ will be FIS) that there is a potential issue with low level radar cover (below 3000') in the area due to terrain.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response: See q13

48)

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree Disagree

Other comment:

Envisaging increased traffic is not the same as having increased traffic. The predicted increase must be justified. There is history of ACPs being submitted where the increased traffic envisaged never occurred. In this case it appears that there is no certainty that there will be any significant increase in traffic. Before 2002 when Llanbedr was still an RAF operated airfield the instructors at RAF Valley rarely used Llanbedr. Has the RAF shown any commitment to the 100 to 200 movements per week mentioned in the statement of need?

The safety of the operation of the airfield should not be considered in isolation – the establishment of the ATZ effects the safety of air traffic in the surrounding area so safety must be considered as a whole.

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree Disagree

Other comment:

It could adversely affect the safety of operations of gliders flying in the general area. Gliders must be operated so that they remain within gliding range of safe landing areas at all times even though they may not generally require to use such areas. Suitable landings areas in Snowdonia are limited to the coastal plane and wider valleys. If gliders were to be excluded from the ATZ they would be less able to use the nearby Class G airspace safely.

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree Disagree

Other comment:

The proposed ATZ, if implemented, should only be active while the ATSU is on watch.

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree Yes

Disagree

Other comment:

Gliders normally operate over the land to the east or above 2000 ft so the proposed RAF Valley Arrivals are unlikely to conflict.

COMMERCIAL-IN-CONFIDENCE

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree Yes Disagree

Other comment:

Gliders normally operate over the land to the east or above 2000 ft so the proposed RAF Valley departures are unlikely to conflict.

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree Yes

Disagree

Other comment:

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree Yes

Disagree

Other comment:

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree Disagree

Other comment:

The proposed ATZ, if implemented, should only be active while the ATSU is on watch. Any temporary changes should be notified by NOTAM.

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree Disagree

Other comment

The proposed ATZ, if implemented, should only be active while the ATSU is on watch.

At any time when the RAF traffic is insufficient to justify the airspace the ATZ should be notified as inactive by NOTAM. Occasions when this would be appropriate include holidays (summer & Christmas / New Year) and for operational reasons.

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree Yes Disagree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

GA including sporting and recreational aviation has legitimate rights of access to airspace. Therefore the ATZ should be open to access by GA subject to conventional rules – i.e. radio contact.

COMMERCIAL-IN-CONFIDENCE

Gliding is a General Aviation Operation – see below.

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

As stated above gliders must be operated so that they remain within gliding range of safe landing areas at all times even though they may not generally require to use such areas. Suitable landings areas in Snowdonia are limited to the coastal plane and wider valleys. If gliders were to be excluded from the ATZ they would be less able to use the nearby Class G airspace safely. When gliders are soaring to the east of Llanbedr the nearest safe landing areas would be within the proposed ATZ. Provision should be made for gliders to enter the ATZ and make a precautionary landing in the unusual event that the glider is not able to continue soaring and is out of gliding range of a gliding site.

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

Many gliders are equipped with electronic conspicuity (EC) – usually Flarm which is relatively inexpensive (from £600) and provides traffic awareness and collision avoidance technology. Very few gliders are equipped with transponders because: (a) they are costly to buy and install (approx. £3000) compared with the cost of a typical second hand glider (£10,000); (b) they do not by themselves provide traffic awareness and collision avoidance technology; (c) they have a relatively high power consumption that needs extra batteries to be installed; (d) instrument panel space is limited so it may be difficult to accommodate an extra instrument; and (e) the long term strategy for EC is ADSB so transponders are seen as an interim solution.

Any design should assume that few gliders will be equipped with transponders and many will be equipped with radios and Flarm.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

49)

Gwynedd Council

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree

Other comment:

Our understanding is that the establishment of the proposed ATZ is necessary to support not only the proposed use of the site by RAF Valley, but the future use of the site for the testing of novel aircraft. It is creating the conditions for this civil use of the site which we as an authority have committed to support (in order to create high value jobs in the locality), and therefore agree that the change in airspace facilitates the future development of the facility. As a safety requirement, the establishment of an ATZ is necessary.

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree Disagree

Other comment: No comment

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Neither Agree or disagree

Other comment:

Our main interest in Snowdonia Aerospace Centre is a key location for the creation of high value jobs in the aerospace and space sectors. For this reason, our key concern is that RAF activity will not preclude the use of the site for the testing of novel aircraft, or cause undue inconvenience for those businesses and organisations wishing to use the site for this purpose.

In terms of the increased noise, and specific flying hours, the opinion of the local Community Councils is clearly important in this issue (as those most affected), but we would remind the CS that all relevant Public Protection requirements must be met (in terms of noise levels etc), and planning issues discussed with Snowdonia National Park Authority

Public Protection issues should be discussed in detail with the relevant Gwynedd Council officers

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Neither Agree or disagree

Other comment:

The opinion of the local Community Councils is clearly important in this issue (as those most affected), but would remind the CS that all relevant Public Protection requirements must be met (in terms of noise levels etc), and planning issues discussed with Snowdonia National Park Authority
The CS should also consider any adverse impacts on local biodiversity, particularly taking into account specific conservation areas

Public Protection and bio-diversity issues should be discussed in detail with the relevant Gwynedd Council officers

COMMERCIAL-IN-CONFIDENCE

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Neither Agree or disagree

Other comment:

We would defer to the opinion of colleagues on the local Community Councils (as those most affected), but would remind the CS that all relevant Public Protection requirements must be met (in terms of noise levels etc), and planning issues discussed with Snowdonia National Park Authority Public Protection issues should be discussed in detail with the relevant Gwynedd Council officers

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Neither Agree or disagree

Other comment:

The opinion of colleagues on the local Community Councils is clearly important in this matter (as those most affected), but we would remind the CS that all relevant Public Protection requirements must be met (in terms of noise levels etc), and planning issues discussed with Snowdonia National Park Authority

Public Protection issues should be discussed in detail with the relevant Gwynedd Council officers

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree Disagree

Other comment: No comment

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree Disagree

Other comment:

No comment

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree Disagree

Other comment

No comment

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree

Other comment

All developments must be discussed with, and approved by Snowdonia National Park Authority

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

COMMERCIAL-IN-CONFIDENCE

The opinion of the local Community Councils is clearly important in this matter, but we would remind the CS that all relevant Public Protection requirements must be met (in terms of noise levels etc), and planning issues discussed with Snowdonia National Park Authority
Public Protection issues should be discussed in detail with the relevant Gwynedd Council officers

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

No comment

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

No comment

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

The opinion of the local Community Councils on this matter is clearly important in this issue but would remind the CS that all relevant Public Protection requirements must be met (in terms of noise levels etc), and planning issues discussed with Snowdonia National Park Authority
Obvious noise sensitive areas would include relevant settlements and noise sensitive properties in the vicinity of the airfield, and potentially nature conservation areas.

Public Protection and Bio-diversity issues should be discussed in detail with relevant Gwynedd Council officers

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Our key economic concern is that any developments enhance (and certainly do not in any way impede) the development of the site as a centre of excellence for novel aircraft and space technology development. In particular the proposed improvements to be made to site infrastructure through secured European funding, for which Gwynedd Council is acting as Lead Body

16. To justify the completion of this ACP the traffic from RAF Valley will have to be c

50)

Welsh Government – North

Thank you for your initial engagement letter proposing the change of airspace use, surrounding Llanbedr Airfield, the principle purpose of which is to enable RAF Valley to conduct flight training.

We note that this is an initial engagement process to help shape the design and that further comment will be possible as part of a formal public consultation later in the year. This will provide us with an opportunity to contribute into the process and better understand the issues raised by stakeholders. In light of this, would it be possible to receive a copy of the full Consultation Plan with timeframes.

I am aware [REDACTED], Airfield Development Manager Wales, Aviation Team for Welsh Government, has provided comments to you about the design principles and the design options for the proposal. If you would like to discuss any other specific Welsh Government policy areas that support this activity then please contact [REDACTED] for the North West Wales region.

Kind regards

[REDACTED] Regional Officer - North

Chief Regional Officer – North Wales Brif Swyddog Rhanbarthol Gogledd Cymru Department for Economy & Transport/Adran yr Economi a Thrafnidiaeth Welsh Government/Llywodraeth Cymru Sarn Mynach, Llandudno Junction/Cyffordd Llandudno LL31 9RZ

51)

[REDACTED] Mudiad o bobl Cymru sy'n credu yn y llwybr di-drais mewn ymateb i ryfel a militariaeth A movement of the people of Wales who believe the path of non-violence is the way to respond to war and militarism [REDACTED]

{an English translation of this letter follows the Welsh text}

Annwyl [REDACTED]
Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02 'Rwyf yn gwrthwynebu'r cais uchod sy'n ymestyn militariaeth i fwy fyth o diriogaeth Cymru. Ysgrifennaf ar ran aelodau [REDACTED] ar draws Cymru gyda chynrychiolaeth cryf yn yr ardal hon. Rydym yn gwrthwynebu bob paratoi at ryfel ac yn achos RAF Fali, rydym yn gwrthwynebu yr hyfforddiant sy'n cael ei roi i peilotiaid Prydain a'r rhai o wledydd eraill.

Bu [REDACTED] yn protestio yn RAF Fali yn erbyn hyfforddi peilotiaid o Sawdi Arabia i'w galluogi i ddefnyddio arfau a werthwyd gan y DU ac a ddefnyddiwyd yn Yemen. Fel un sy'n byw ym Meirionnydd, mae gen i ddig a thristwch wrth weld yr ymgais hon i ddefnyddio tir, môr a'r awyr yr ardal i baratoi at fyw o ymladd yn arbennig ar amser pan mae angen bob adnodd sydd gennym fel gwledydd Prydain i ymateb i fygythiadau mawr, megis newid hinsawdd a'r pandemig nesaf. 'Rwyf hefyd yn gwrthwynebu'r ffaith na chafodd yr ymgynhoriad gylchrediad eang yn yr ardal gyfagos, na thrwy Ogledd Cymru, nac i ddigon o sefydliadau fyddai â diddordeb mewn ymateb. 'Rwyf yn gofyn i chi ail-lunio'r holiadur fel ei fod yn gofyn barn am gwestiynau sy ddim yn rhai lled dechnegol e.e. "Ydych chi'n meddwl fod datblygiad fel hwn yn addas i Faes Awyr Llanbedr?" Deallaf mai uniaith Saesneg oedd y ddogfen a yrrwyd allan gennych, sydd yn groes i ganllawiau Senedd Cymru. Edrychaf ymlaen i gael yr ohebiaeth yn ddwy ieithog yn y dyfodol. Yn gywir

[REDACTED]
Llanbedr Air Traffic Zone (ATZ) ACP 2020-02 I object to the above application which extends militarism to even more Welsh territory. I am writing on behalf of members of the [REDACTED] across Wales with strong representation in this area. We oppose all preparation for war and in the case of RAF Valley, we oppose the training given to British and pilots from other countries.

The [REDACTED] has protested at RAF Valley against training Saudi Arabian pilots to enable them to use weapons sold by the UK and used in Yemen.

As a resident of Meirionnydd, I am saddened and angry to see this attempt to use the land, sea and air of the area to prepare for more armed conflict especially at a time when we need all the resources we have as nations to respond to major threats, such as climate change and the next pandemic.

I also object to the fact that the consultation did not get wide circulation in the immediate area, or throughout North Wales, or to enough organizations that would be interested in responding. I'm asking you to redesign the questionnaire so that it asks for non-technical questions eg "Do you think a development like this is suitable for Llanbedr Airport?"

I understand that the document you sent out was in English only, which is contrary to the guidelines of the Welsh Parliament. I look forward to receiving correspondence bilingually in the future.

52)

Light Aircraft Association

Snowdonia Aerospace Centre Llanbedr Airfield, Llanbedr Gwynedd LL45 2PX

21st May2020

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

The Light Aircraft Association represents over 7,600 members and acts as a delegated airworthiness authority on behalf of the CAA, overseeing around 2,600 aircraft operating on active LAA Permits to Fly. More than 5,000 of our members are active pilots, predominantly operating their aircraft in VMC conditions in Class G airspace. Around 200 LAA members live and fly in west Wales and in happier times, a significant number of LAA members from around the UK fly into the area as visitors.

Thank you for consulting with us on your proposal on creating an ATZ at Llanbedr aerodrome. We understand the logic behind this, particularly if it attracts business for the Snowdonia Airspace Centre from the MoD. If the airfield were to be used for circuit flying it would also potentially relieve some of the circuit congestion at Valley and Mona.

However, in establishing this ATZ, we would ask that the following requirements are met before we were to formally agree to this ACP progressing.

1. A commitment to enabling access to controlled airspace for aircraft transiting the west coast route.
2. Continued commitment to allow the airfield's use by visiting pilots.
3. Procedures that would allow the ATZ to be deactivated by NOTAM and revert to Class G if the Air Traffic services are unmanned.
4. Creation of formal letters of agreement with [REDACTED] that would enable the continued and unimpeded use of the long-established flying sites at Peniart and Talybont.

FLIGHT SAFETY Item (1) is of particular safety importance as in conditions of a sub 2500ft cloudbase or mountain air turbulence, there would be no way around the ATZ due to the Arenig Montains. Aircraft transiting between Haverfordwest and Caernarfon / Mona may need to access the ATZ for transit or go over the top. This is an area of ever changing and not well forecast weather. It is not uncommon to plan this route at 3000ft and be forced to descend to 2000ft. A diversion out to sea or an attempt to turn back to Haverfordwest, could pose serious flight safety challenges, therefore a clear agreement would be needed for ATZ access to be available, in particular in deteriorating weather.

CONTACT LIST It should also be noted that your names and address list in Appendix 1 appears to contain a number of errors:

[REDACTED] (see point 4) is listed as a recipient but has not had any direct contact from you.

Mona Flying Club is not on the contact list. However Llanbedr is on the Student Cross Country Route from Mona to Haverfordwest. We strongly recommend that if they haven't responded, that you make contact with them before proceeding to the next stage of the ACP process.

We also note your additional ACP request (ACP-2019-58) regarding the establishment of a temporary Danger Area surrounding Llanbedr Aerodrome. We will respond to this in due course.

If you have any questions on this submission, please feel free to contact me [REDACTED] or at [REDACTED]. (As with all LAA staff, I am homeworking as the LAA HQ and offices are closed).

Yours sincerely

[REDACTED] Light Aircraft Association Turweston Aerodrome Northants NN13 5YD.

53)

[REDACTED]

QUESTIONNAIRE IN RELATION TO:

Llanbedr Aerodrome Air Traffic Zone (ATZ) ACP-2020-02

Representative Organisation:

(Please insert details of the Organisation you are replying on behalf of)

[REDACTED] agents for and on behalf of neighboring landowners and businesses namely [REDACTED] and [REDACTED]. Please note that [REDACTED] have been omitted off list and should be included in all such consultations going forward.

1. The establishment of an ATZ, is appropriate due to the increased traffic envisaged and will enhance the safety of operation of the airfield.

Your response: Agree Disagree

Other comment:

The objective of the application is said to be to provide protection for all traffic on the maneuvering area at Llanbedr and all aircraft flying in the vicinity of the aerodrome. It does not refer to either safety of those on the airfield or those that live or work in the locality or visit the locality. It is difficult to know whether the establishment of an ATZ in tandem with a two fold increase in associated movements will enhance the safety of the airfield if the comparison being made is the safety of the airfield presently to accommodate the existing number of movements – described in the statement of need as being "occasional activity".

2. The design in Class G airspace does not adversely affect safety of operations at other nearby aerodromes.

Your response: Agree Disagree

Other comment:

We cannot comment on the safety of operations at other nearby aerodromes as we are not retained to do so and we do not know which aerodromes that this refers to.

3. The design will bring increased levels of air traffic to Llanbedr and therefore potentially increased levels of noise. The CS proposes to normally operate the FIS 9a.m. to 6 p.m. Monday to Friday and within that period restrict RAF Valley operations to a number of hours per day on a moveable basis.

Your response: Agree Disagree

Other comment:

The narrative in 3 above does not appear to be a question of which a response can be made. We are concerned about the potential increase in levels of noise and what impact this may have on the health and wellbeing of locals and tourists. We are also concerned about what impacts the increase in movements proposed may have on the safety of locals and tourists in the area.

The use of the Hawk T2 or Texan Aircraft in this area if consented/ licensed will as far as we are aware be the first time that they have been consistently used in this area despite the airfield having accommodated operations before it closed in 2004. As far as we are aware neither the Hawk T2 nor the Texan Aircraft were flown from Llanbedr prior to the airfield closure. There have also been reports of complaints specifically about both the Hawk T2 and the Texan aircraft in and around Anglesey on people and property and contrary to what has been said in the "justification for scaling" document, Snowdonia Aerospace have not actively consulted with either [REDACTED] or [REDACTED] (local stakeholders).

If this question was phrased with reference to increased levels of noise relative to when the airfield was operated pre closure in 2004- a clearer comparator would then be possible by which a more detailed reply could be given. The reference to increased noise could in this question mean either as compared to the experience on site now, or as compared to the experience relative to when the site was fully operational.

As a general comment, our clients are unlikely to be objectionable to the levels of noise experienced when the site operated prior to its closure in 2004 if in fact noise is the total extent of

COMMERCIAL-IN-CONFIDENCE

likely prejudice created by the outcome of this proposal – especially if the proposal genuinely creates local employ. Of note is that our clients were significant supporters of the site prior to the closure and worked at that time hand in hand with those employed on the site, most of which lived and worked in the same community.

The concern would be the extent by which these specific aircraft increase noise levels and reduce safety to a level over and above that experienced when the site was operational pre 2004.

4. RAF Valley Arrivals. RAF Valley will plan flight profiles in order that aircraft will mostly arrive from the west, south west or north west avoiding overflying local population. Profiles will be varied to provide respite. The design should regularise approach paths onto predetermined published routes to bring certainty to local residents and airspace users.

Your response: Agree x Disagree

Other comment:

We agree that any design should bring certainty to local residents (which should be extended to include local businesses and visitors to the locality vital to the local businesses which neighbour the site) of noise levels, safety measures and protection.

This does not confirm what "certainty" a design in this context will provide. We are concerned about the reference to "respite" in the narrative. This suggests that those businesses and populations underneath flight proposals can expect levels of extended disturbance – again what is not clear is what level of disturbance and how this will compare to when the site was previously operational prior to its closure?

To put local populations into context (especially in a seasonal context) in so far as [REDACTED] is concerned; [REDACTED] was first incorporated on the [REDACTED]. It employs 35 seasonal staff and 25 full time staff and consists of 248 static holiday homes, 27 chalets/ lodges, 35 touring caravan pitches, 200 tent pitches and 5 holiday bungalows, accommodating over 2000 people per night at maximum capacity. These numbers exclude the general public visiting the area or walking the Wales Coast Path or the beach itself (referred to later).

It should also be noted that a significant number of the accommodation units are owned under long leases by third parties giving the practicable effect of a village in multiple ownership.

Our clients' property is located approximately 300 meters south of the end of the main runway at Llanbedr Airfield. Approximately 2000m of the Wales Coast Path also goes through our client's property which is understood to be located approximately 100m away from the airfield runway.

5. RAF Valley Departures. RAF Valley will plan flight profiles, in that aircraft will depart from either runway generally to the west but regardless normally maintain headings between 170° and 350° in a westerly direction.

Your response Agree Disagree

Other comment:

The narrative in 5 above does not appear to be a question?

6. The design should help ensure aircrew can plan their arrival using defined routes laterally and vertically, so permitting lower-power continuous descents, thus reducing noise and emissions. Power required on departure will be commensurate to task but pilots should again moderate application of power close to the coastal population if possible to minimise noise and emissions.

Your response: Agree x Disagree

Other comment:

Any design which helps reduce noise and emissions is important. The reference to noise and emissions relative to the coastal population neither quantifies what noise, what levels of emissions or what level of populations it may have been modelled on. We would like this information.

We have referred to the size of the site at [REDACTED] in our answer at question 4.

Our clients contribute to a tourism offer that is worth nearly a billion pounds to the Gwynedd economy annually, with around 7 million visitors coming to the region each year.

COMMERCIAL-IN-CONFIDENCE

7. It is understood that information promulgated by the CS will never compromise the authority of a pilot to take action, pre planned, or otherwise to alter heading, speed or height in the interest of safety.

Your response Agree Disagree

Other comment:

We don't understand this question or in fact whether it is a question at all. The only point worth making here is that safety of the population (local and visiting) should remain the priority consideration.

8. While the ATZ is intended to be implemented principally to accommodate RAF Valley in their weekday operational hours, the ATZ and the FIS are linked and if the FIS was implemented for a special purpose out of normal hours, or at the weekend, the ATZ would be in place during that time of additional service provision. This is to help ensure normal traffic procedures and normal radio calls are made at the right time and in the right place in the interest of air safety.

Your response Agree Disagree

Other comment:

Again the narrative in 8 above does not look like a question? Please confirm in what circumstances the FIS would be implemented out of hours? Our response has been based on the statement made in the statement of need – namely that the ATZ will be activated in accordance with the hours of operation of the FIS expected normally to be Monday to Friday 0.900 to 17.00.

9. In relation to '8' above in relation to future proofing. Were GA traffic to increase to the extent that a FIS were provided regularly at weekends the ATZ would apply. Likewise if RAF traffic during the week diminished the ATZ would still apply until such time as the airspace was judged to be unnecessary and a formal process agreed to disestablish it.

Your response Agree Disagree

Other comment

Again the narrative in 9 does not appear to be a question?

Our comments at 8 above apply.

10. The design should take account of local planning policy including that of the Snowdonia National Park Authority and the aerodrome registered Safeguarding Map would make any applicant for development aware of flight paths.

Your response Agree Disagree

Other comment

11. Please let us know if there are any day time or night time constraints that you consider the CS could take into account when making this application.

Your response

11.1 Impact on local and visitor safety in and around the airfield.

11.2 Impact on health and well- being of locals and visitors in the area.

11.3 Impact on local economy – cost benefit analysis. If this genuinely is intended to create local jobs, let's see a plan of this and please ensure the plan realistically also considers what impact this proposal may have on existing jobs namely in tourism in the locality.

11.4 That these proposals do not infringe on neighbouring property rights and the quiet enjoyment of those properties are not prejudiced.

11.5 That these proposals do not adversely impact on the value of local businesses and homes.

12. Please provide any details of any issues or constraints due to local General Aviation Operations that you believe may have an impact on a new ATZ design.

Your response

We do not know local General Aviation Operations to know how to respond to this.

COMMERCIAL-IN-CONFIDENCE

13. Please provide details of any constraints the introduction of this design may have on gliding, microlight flying, hang gliding, paragliding or model flying.

Your response

We are not representing the interests of those referred to above and so have no comments to make on this.

14. Are there any local development projects, or existing particularly noise sensitive areas, that the CS should be aware of?

Your response

Please see our comments in question 4 above and our comments in question 15 below.

15. Please advise us of any other issues or constraints you feel the CS could consider when designing its new airspace.

Your response please provide details.

Our clients' property is located approximately 300 meters south of the end of the main runway at Llanbedr Airfield. Approximately 2000m of the Wales Coast Path also goes through our client's property which is understood to be located approximately 100m away from the airfield runway. The design of the airspace should reflect our comments made on what should be safeguarded given in our answer at 11.

The design should also not do anything which puts at risk the following 15.1 Employment of 25 full time staff. 15.2 Employment of 35 seasonal staff. 15.3 The loss of the direct economic benefit to the locality of 2000 people at maximum capacity staying at our client's property every night. 15.4 The loss of the indirect economic benefit arising out of the supply chain to our client's property. 15.5 The loss of the Wales Coast Path and access for the public to the beach through our client's property.

16. To justify the completion of this ACP the traffic from RAF Valley will have to be confirmed and the aerodrome then licensed. Will the introduction of a Flight Restricted Zone (FRZ), which would be applied automatically when the ATZ is approved, cause any issue or constraint? See note below.

Your response

If the FRZ proposes to sterilize the existing or future use of [REDACTED] or [REDACTED] assets – or make it more unsafe than it is at present, in our opinion the ATZ should not be approved.

Our clients have not been consulted on this matter and are therefore unclear on the consequences for their business of any constraints created by the FRZ. They would like to be personally consulted with such that they can be assured on what impacts this may have on them and the locality.

54)

[REDACTED]

I have seen the consultation documents regarding the above, having received the information through club and committee members.

I have also seen the LAA response and in the light of that am generally happy with the ATZ proposal.

It should improve matters locally for GA traffic South of Mona and Caernarfon particularly if it facilitates easier access to Llanbedr as a destination.

However, I have concerns as to how you propose to handle/operate the proposed Danger Airspace.

From the map provided it looks as if the DA overlaps half of the ATZ, how would that be practically managed?

Also, how often would the DA be active, weekends and evenings are of particular interest to Mona GA aircraft.

Regards

[REDACTED]

55)

[REDACTED]

Following our telephone conversation just now, I can confirm that the [REDACTED] official response to Snowdonia Aerospace ACP requests for an ATZ and a DA are that we support them on the grounds they enhance safety for airspace users in the area. We have no additional comment beyond that, at this stage.

[REDACTED]

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