



**Snowdonia Aerospace Airspace Change Proposal
Consultation Review (Stage 3D), ACP-2019-58
Llanbedr Aerodrome Danger Area(DA)**

Annex 1 – Evidence of Stakeholder Engagement

Document Details

Approval Level	Name	Authorisation
Author		Consultant
First reviewer		Airfield Manager
Second reviewer and release authorisation		Chief Executive

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1. Minutes of meeting with Snowdonia Enterprise Zone Oversight Board, 22/10/20

SAC are an integral member of and party to a 6 monthly Oversight Board Meeting of the Snowdonia Enterprise Zone Oversight Board. This Board represents a number of Stakeholders who have an interest and involvement in the ongoing development and use of Snowdonia Aerospace Centre and include:

- Gwynedd Council
- Several Community Councils
- Welsh Government
- Snowdonia National Park
- Snowdonia Enterprise Zone

In light of the next Board Meeting being booked for the 22 October 2020 and SAC ongoing Airspace application process it was considered appropriate to take this opportunity to present to the Board details of SAC Airspace Change Application and give advance notice of the Public Consultation under this ACP.

The below are the Minutes of this Meeting and reference is drawn to Section 10 of the Minutes which specifically relates to a Presentation made by SAC to the Board concerning the ACP.

BWRDD TROSOLWG LLANBEDR LLANBEDR OVERSIGHT BOARD

22ain Hydref / 22nd October 2020

12:30-14:30

Dros/By Zoom

AGENDA Attachments			
1.	Croeso / Welcome		
2.	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> Ymddiheuriadau / Apologies: <ul style="list-style-type: none"> • [REDACTED], Llywodraeth Cymru / Welsh Government • [REDACTED], Cyngor Gwynedd Council • [REDACTED], Cyngor Gwynedd Council </td> <td style="width: 50%; vertical-align: top;"> Presennol / Present: <ul style="list-style-type: none"> • [REDACTED] Cyngor Gwynedd Council • [REDACTED] Cyngor Gwynedd Council • [REDACTED] Cyngor Gwynedd Council – Ward Llanbedr Ward </td> </tr> </table>	Ymddiheuriadau / Apologies: <ul style="list-style-type: none"> • [REDACTED], Llywodraeth Cymru / Welsh Government • [REDACTED], Cyngor Gwynedd Council • [REDACTED], Cyngor Gwynedd Council 	Presennol / Present: <ul style="list-style-type: none"> • [REDACTED] Cyngor Gwynedd Council • [REDACTED] Cyngor Gwynedd Council • [REDACTED] Cyngor Gwynedd Council – Ward Llanbedr Ward
Ymddiheuriadau / Apologies: <ul style="list-style-type: none"> • [REDACTED], Llywodraeth Cymru / Welsh Government • [REDACTED], Cyngor Gwynedd Council • [REDACTED], Cyngor Gwynedd Council 	Presennol / Present: <ul style="list-style-type: none"> • [REDACTED] Cyngor Gwynedd Council • [REDACTED] Cyngor Gwynedd Council • [REDACTED] Cyngor Gwynedd Council – Ward Llanbedr Ward 		

		<ul style="list-style-type: none"> • [REDACTED], Aelod Senedd / Member of Senedd, Dwyfor-Meirionnydd • [REDACTED] Snowdonia Aerospace • [REDACTED], Snowdonia Aerospace • [REDACTED] Snowdonia Aerospace • [REDACTED], YGC • [REDACTED] Cyngor Gwynedd Council • [REDACTED], Llywodraeth Cymru/Welsh Government • [REDACTED], Snowdonia Aerospace • [REDACTED] Llandrillo Menai • [REDACTED] Bwrdd Ardal Fenter Eryri / Snowdonia Enterprise Zone Board • [REDACTED] Cyngor Gwynedd Council • [REDACTED] Llywodraeth Cymru / Welsh Government • [REDACTED] Awdurdod Parc Cenedlaethol Eryri / Snowdonia National Parc Authority
<p>3.</p>	<p>Datganiadau o Wrthdaro Buddiannau / Declaration of Conflicts of Interest</p> <p>Dim wedi'u datgan/ None declared</p>	
<p>4.</p>	<p>Pwyntiau Gweithredu'r Cyfarfod Diwethaf / Action points from the last meeting</p> <p>Nodwyd fod y cyfarfod diwethaf wedi bod dros flwyddyn yn ôl oherwydd argyfwng Covid, a bod y pwyntiau gweithredu a chododd ar y pryd i gyd yn deillio o'r ffaith fod Asiantaeth Gofod y DU ar fin cyhoeddi llwyddiant cais SAC am nawdd i ddatblygu cynllun meistr porth-gofod ar gyfer y safle. Roedd y pwyntiau gweithredu i gyd wedi'u cyflawni.</p> <p><i>It was noted that the last meeting had been over a year ago due to the Covid crisis, and that the action points which were raised at the time all came from the fact that the UK Space Agency were about to announce the success of SAC's bid for funding to develop a space port masterplan for the site. The action points had all been achieved.</i></p>	

<p>5.</p>	<p>Datblygiadau Canolfan Awyrfod Llanbedr – [REDACTED], SAC Snowdonia Aerospace Centre Developments</p> <p>Prif ddiweddariad - Asiantaeth Gofod y DU wedi rhoi nawdd tuag at greu cynllun meistr ar gyfer porth gofod. Adroddiad canlynol yn dangos fod rhaid i borth gofod fod yn rhan o ddatblygiad mwy eang (dim ar ben ei hun). Edrychwyd ar ystyriaethau diogelwch, a chynhyrchwyd cynllun meistr wedi'i seilio ar barthau a thechnolegau. Edrychwyd hefyd ar faterion amgylcheddol, traffig a.y.b - cynhwysfawr iawn.</p> <p><i>Major update – UK Space Agency funding for spaceport masterplanning – consortium approach. Resulting report – spaceport would need to be part of a larger mixed use development (not stand-alone). Looked at safety considerations, and produced indicative masterplan based on zones, and technologies. Looked at environmental issues, traffic etc – very comprehensive.</i></p> <p>Heddiw - 2 prif elfen: adfer yr "ardal perygl" i gyraedd ardal D201, a sut i ddatblygu datblygiad y cynllun meistr. Dau barth wedi'u greu - Gogledd a De. Ardal Ddeheuol o gwmpas y twr rheoli traffig awyr - tu allan i ardaloedd sydd mewn perygl o lifogydd. Ardal Ogleddol wedi'i effeithio ar hyn o bryd gan barthau llifogydd - cynnwys ystod o gyfleusterau - planetariwm, parc busnes, gwestai a.y.b. Dros 10 mlynedd o ddatblygiad.</p> <p><i>Today – 2 primary elements: re-instatement of "danger area" to reach area D201, and how we progress masterplan development. Created 2 zones, north and south. South in and around control tower – outside flood risk areas. Northern zone was currently impacted by flood zones – included variety of facilities – planetarium, business park, hotels etc. Over 10 years of development.</i></p> <p>Wedi gofyn am wiriad cyn-ymgeisio gan y Parc i gysidro'r cynllun meistr mynegol. Covid wedi achos oedi. Fydd angen asesiad effaith amgylcheddol llawn</p> <p>[REDACTED] i drefnu cyfarfod gyda [REDACTED] cgaph i drafod os yw'r newid arfaethedig yn y cynllun meistr yn disgyn i mewn i'r LDP neu beidio.</p> <p><i>Pre application made to Park to consider indicative masterplan. Covid slowed progress. Will need full economic impact assessment.</i></p> <p>[REDACTED] to arrange meeting with [REDACTED] asap to discuss whether the proposed change of masterplan lies within or outside the LDP</p> <p>Yn gyfochrog, adolygiad o'r asesiad llifogydd - gall olygu oedi o tua 2 flynedd cyn gallu symud ymlaen gyda'r cynllun meistr. Ydi'n well adolygu'r cynllun meistr i ganolbwyntio ar yr ardaloedd gall eu datblygu hefo'r isafswm o waith? Hefyd gweithio gyda Llywodraeth Cymru a Chyngor Gwynedd i edrych ar opsiynau o ran symud ymlaen gyda'r cynllun meistr ehangach.</p> <p><i>In parallel, revision of flood consequences assessment – could indicate delays of around 2 years before masterplan could be taken forward. Do we revise masterplan to concentrate on areas which can be developed with minimal Works? + also working with WG and GC to look at options to move forward with larger masterplan.</i></p> <p>Prif ffocws, felly yw weithgaredd drôn, cerbydau awyr dinesig, cerbydau awyr trydan. Wedi bod yn llwyddiannus wrth ddenu nawdd cynllun Future Flight Innovate UK - disgwyl cyhoeddiad mis Tachwedd/Rhagfyr. Adeiladu ar waith cludo diffibrilwyr gyda dronau - cyfleoedd cyhoeddusrwydd o gwmpas y prosiect yma pan yn briodol.</p>
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Main focus therefore – drone activity. Urban air Vehicles, electric Aircraft. Successful in Future Flight Innovate UK scheme. Should be announced Nov/Dec. Builds on short trails of delivering defibrillators via drone. PR associated with that when possible.

Yn gyffredinol, mae Covid wedi golygu bod holl dreialon wedi'u canslo, felly effaith mawr yn y tymor byr, ond mae'r holl weithgareddau wedi ail-bwcio ar gyfer 2021 a 2022 felly edrych yn brysur iawn wrth symud ymlaen. Adnewyddu adeiladau trwy gynllun WEFO, a defnyddio 5G trwy'r Cais Twf.

More generally, Covid has meant that all trials have been cancelled, therefore very substantially effected in the short term, although all activities have been rebooked for 2021 and 2022 so looks very busy going forward. Renovation of building stock through WEFO project and use of 5G through Growth Bid.

Wedi gweld tua 15% o gynnydd mewn busnesau bach lleol yn defnyddio'r adeiladau ar y safle – bellach o gwmpas 15 o denantiaid ar y safle

Have seen around 15% update from local SMEs using existing buildings – now around 15 tenants on site.

Hefyd wedi derbyn caniatâd Traffig Awyr i allu darparu gwasanaeth rheoli traffig awyr yn uniongyrchol. Dwy swydd wedi'u creu (pobl leol) mewn perthynas â hyn

Also obtained Air Traffic approval to be able to offer air traffic control function directly. 2 new posts created (local people) associated with this

■ – Pa fath o fusnesau sy'n lleoli ar y safle?

■ – Pobl yn son bod dim darpariaeth ar safleoedd eraill, rhai wedi sylweddoli fod angen mwy o le na sydd ganddyn nhw adre. E.e.. garejis, gosod ffenestru, adeiladwyr, pobl sy'n gweithio o swyddfeydd. Wedi gweld cynnydd mewn pobl yn dechrau busnesau ar draws eu portffolio

■ – What type of businesses are locating on the site?

■ – People are having trouble finding other provision in the area, and some have realised they need more space than they had working from home, e.g. garages, window fitters, builders, office-based workers. Have seen an upsurge in people starting their own businesses across their portfolio

■ – oes posib rhoi arwydd o'r gwasanaethau sydd ar gael ar y safle wrth y bont ac ar y fynedfa, bod pobl yn gwybod amdany'n nhw?

■ – yn gallu neud hynny ar y safle ond dim tu hwnt

■ – gall Annwen edrych i roi un ar y Bont

■ – fydd angen caniatâd Cynllunio

■ i drafod ymhellach, LP i yrru rhestr o denantiaid i AH

■ – Is it possible to put up a sign on the bridge advertising which businesses/services are available on the site at the bridge, and by the entrance?

■ – could be done on the site, but beyond the site

■ – could ■ look to put one on the bridge?

■ – would need planning permission

■ to discuss further, ■ to send a list of tenants to ■

<p>6.</p>	<p>Diweddariad ar brosiect WEFO / Update on WEFO project - [REDACTED] Cyngor Gwynedd Council</p> <p>Symud y broses cytundebu yn ei flaen ond mae elfennau o'r gwaith yn mynd yn ei flaen beth bynnag. Wedi defnyddio nifer o gytundebwyr lleol</p> <p><i>The contracting process is progressing, but some elements of the work have already begun. Number of local contractors have been used</i></p>
<p>7.</p>	<p>Diweddariad ar gynlluniau Ffordd Mynediad Newydd / Update on plans for a new Access Road - [REDACTED] YGC</p> <p>Caniatâd Cynllunio Mis Mawrth cyn cyfnod clo. Symud ymlaen bellach i gael cadarnhad Cabinet y Cyngor (cyfarfod mis nesaf) i symud ymlaen hefo'r pryniant tir. Yn gobeithio dod i gytundeb hefo'r 14 tiffeddiannwr i gyd heb orfod troi at CPO.</p> <p>Planning permission was granted in March, before the lockdown. Now moving forward in seeking the permission of the Council's Cabinet to move forward with the land purchases. Hoping to come to an agreement with the 14 landowners without having to use the CPO procedure.</p>
<p>8.</p>	<p>Ardal Fenter Eryri / Snowdonia Enterprise Zone - [REDACTED] Cadeirydd Ardal Fenter Eryri Chair Snowdonia Enterprise Zone</p> <p>Llongyfarch y fim o ran symud pethau yn ei flaen gyda phrosiect WEFO. <i>Congratulated the team in terms of moving things forward with the WEFO project</i></p> <p>Ardal Fenter - Llywodraeth Cymru'n ceisio'n dod a phawb at ei gilydd i gefnogi fim SAC Enterprise Zone – Welsh Government are in the process of trying to pull everyone together to support SAC</p> <p>Cwmni Eginio wedi'i ddatblygu fel cwmni datblygu ar gyfer Safle Trawsfynydd – aros am benodiad Prif Weithredwr <i>Cwmni Eginio development company has been developed for Trawsfynydd Site – waiting for the appointment of a Chief Executive</i></p>
<p>9.</p>	<p>Cais NDA/Magnox – Ceisio Cefnogaeth y grwp / NDA/Magnox Application – Seeking Support from the Group: [REDACTED]</p>

	<p>Cyflwynodd ■ amlinelliad o'r prosiect arfaethedig fydd yn cael ei gyflwyno i'r NDA/Magnox - roedd yna gefnogaeth frwd gan y Grŵp i'w gefnogi, ac i ddarparu llythyr o gefnogaeth</p> <p>■ gave an overview of the proposed project to be presented to the NDA/Magnox – the group enthusiastically supported the application, and were happy to provide a letter of support</p>
10.	<p>Briff Ymgynghoriad Newid Awyrofod Llanbedr / Llanbedr Airspace Change Consultation Brief: ■, Snowdonia Aerospace</p> <p>Rhodddwyd ■ cyflwyniad ynglŷn â'r newid arfaethedig yn yr awyrofod</p> <p>■ gave a presentation about the proposed change in the airspace</p> <p>■ i yrru e-bost i AH hefo dyddiadau'r digwyddiadau ymgynghori er mwyn ei rannu hefo'r Cyngor Cymuned, a'r sleidiau, a'r canllawiau pan fyddent yn barod (dechrau Tachwedd)</p> <p>■ to send ■ an e-mail with the dates of the consultation events to share with the Community Council, and the slides and guidelines when available (start of November)</p> <p>■ - Tanlinellu pwysigrwydd y cyfathrebu i atal camddealltwriaeth</p> <p>■ highlighted the importance of good communication to avoid misunderstandings</p> <p>■ i sicrhau fod rhanddeiliaid lleol (rhestr o 200+) yn derbyn gwybodaeth am yr ymgynghoriad yn uniongyrchol</p> <p>■ will ensure that local stakeholders (list of 200+) receive information directly about the consultation</p>
11.	<p>Unrhyw Fater Arall / Any other business: Cadeirydd / Chair</p>
12.	<p>Cadarnhau Dyddiad y Cyfarfod Nesaf / Date of next meeting: Cadeirydd / Chair</p> <p>Mis Ebrill 2021 – i'w gadarnhau</p> <p>April 2021 - TBC</p>

A copy of the Presentation made by SAC is shown below.

NB. The Dates set down for the Public Consultation as set out within this Presentation were subsequently revised and all parties notified.

2. Minutes of meeting with Local Community Councils, 30/11/20

An initial invitation to the Local Community Councils for a pre public consultation meeting was sent out on the 26th November 2020.

The purpose of the meeting was to give advance notice of the Public Consultation Period of the ACP and explain the process.

Pre notification of the meeting (in Welsh and English) was kindly promulgated to the Community Councils on 26th November by [REDACTED] – copied below.

On Thu, 26 Nov 2020, 16:45 [REDACTED] > wrote:

Annwyl Bawb/Dear All,

Mae [REDACTED] un o Gyfarwyddwyr Snowdonia Aerospace wedi bod mewn cysylltiad yn gofyn a fyddai modd cynnal cyfarfod byr nos Lun nesa y 30ain am 7.00 o'r gloch dros Teams er mwyn iddynt fel Cyfarwyddwyr rhoi cyflwyniad i bawb ohonom am y broses ymgynhori, a deunydd yr ymgynghoriad a fydd ar gael i bawb i'w ddarllen a manylion o sut fydd pawb yn gallu cysylltu gyda hwy os ydynt angen mwy o wybodaeth ag hefyd yn gyfle iddynt, fel Cyfarwyddwyr i ateb unrhyw gwestiwn.

Ni fydd y cyfarfod hwn yn cymeryd mwy na 15-20 munud ond fydd yn bosib trefnu cyfarfod hirach at ddiwedd mis nesa neu mis Ionawr ar ol i pawb gael amser i ddarllen y deunydd a bydd cyfle i fynd drwy cwestiynau mwy manwl pryd hynny.

Gan obeithio bod y dyddiad ar amser yn gyfleus i chi.

[REDACTED] one of the Directors of Snowdonia Aerospace has been in touch asking if it will be possible to hold a short meeting next Monday evening the 30th at 7.00 p.m. over Teams so they as Directors will be able to introduce everyone the consultation process, the consultation material that will be available for everyone to read and details of how to get in touch with us to find out more info and answer any questions.

The meeting will not last more than # 15-20 minutes, but it is always possible to schedule another longer video meeting for later in December or January when everyone has had a chance to read the material and there will be a chance to go through any detail questions then.

I hope the date and time is convenient for you.

Hwyl/Regards,

[REDACTED]

Post the above an additional note and response to an informal question raised was also sent out prior to the Meeting details of which are set out below:

Quick update – the CAA has approved the consultation documentation and the Easy Read Guide to the document set is attached (both Welsh and English) along with the questionnaire that will be accessible on the website from 7th December (unfortunately the CAA website is not set up for a dual language option). Look forward to briefing you further on Monday. Have a good weekend.

[REDACTED] also provided the following background following a question by [REDACTED]

COMMERCIAL-IN-CONFIDENCE

May I give a little extra background? The consultation relates to a proposed change in the designation of the airspace around Llanbedr.

We are expecting to get a green light from the Civil Aviation Authority (CAA) tomorrow (27th November) to be able to proceed with a public consultation and will then launch it to the public on 7th December for a period of 7 weeks through to 22nd January 2021. During w/c 30th November we would like to take the opportunity to engage with key stakeholders – yourselves foremost among them – to give you a preview of the process and to ask your help in making your constituents aware of the consultation and to encourage them to respond.

This consultation will be open to everyone and we are asking people to consider any impact the proposal could have on you as an individual, your community as a whole or your organisation's activities. This will be your opportunity to review the proposed procedures and influence the final designs that Snowdonia Aerospace will submit to the CAA.

The purpose of the video briefing on Monday will be to talk you through the process, the key dates, how to get access to the consultation documents, what the documents will describe, and how to make a response online / by post / in person. The full set of consultation documents won't be available until the online portal goes live on the 7th December, but before the meeting on Monday we will be able to share a short, three-page, easy read guide that covers the key facts. This document will be available in both Welsh and English.

We'd also like to emphasise that this is just an introduction to the process and we will be available to do a more detailed Q&A at any point between 7th December and 22nd January once you've had a chance to digest the documentation. We'll also be holding a series of carefully-managed, socially-distanced open days at the airfield during December where there'll be a poster display on the airspace change and our wider business aspirations and we'll also give more details on the open days on Monday.

Thank you in advance for sharing your valuable time with us.

Best regards

LLANBEDR CONSULTATIVE AIRSPACE MEETING MINUTES.

Llanbedr Aerodrome Danger Area (DA) ACP-2019-58

With Llanbedr and other local Community Councils held on Monday 30th November 2020

The purpose of this meeting was to give advance notice of the Public Consultation Period of the ACP and explain the process.

NOTE: in accordance with CAA Policy all names will be redacted in minutes and names/items for redaction are highlighted red in this document.

Meeting Attendees:

Snowdonia Aerospace

[REDACTED]
[REDACTED]
[REDACTED]

Gwynedd County Councillor

[REDACTED]

Llanbedr Community Council

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

Harlech Community Council

[REDACTED]
[REDACTED]

Talsarnau Community Council

[REDACTED]

Dyffryn Ardudwy Community Council

[REDACTED]

Llanfair Community Council

[REDACTED]

NO FORMAL AGENDA

[REDACTED] made a short introduction and handed to [REDACTED] to explain in more detail the Public Consultation process for the ACP.

[REDACTED] started with background and the history of the airspace and explained that because it is designated a DA it does not mean that anything dangerous is happening it is a safety mechanism to make sure that dangerous activities don't occur particularly in context to keep drones separate from other airspace users. A volume of airspace declared as a DA and that alerts other air users to keep clear while experimental activities are happening within that volume.

WE have been operating it on a temporary basis but that is now a business limiting factor and also the regulatory requirement does not allow this temporary arrangement to continue. An application has to be made to make the airspace permanent again. It does not mean that it is always active but we will not need to ask the CAA every time it is required to be activated. That time saving is critical in evolving the business.

One of the requirements in the process is going out to all stakeholders, aviation and nonaviation and we ask for views. So, one of the reasons for getting together this evening is to make you aware the consultation is about to start but also to ask for your support in making as many people aware as possible as we would appreciate having the feedback from the local community to help finalise the final design that will get submitted to the CAA.

The Consultation launches on 7th December and nominally is only required to run for six weeks but as this spans Christmas we have added a seventh week so the closing date will be Friday 22nd

January. During that time all the documentation will be available on the Citizen Space website that all public consultations use and the link provided will take you to the right place from the 7th. To submit a contribution the on line portal is a step through process which we would prefer is used especially in the current climate. The message about the consultation and the objectives is being broadcast via tv, radio and print media through the local press encouraging participation. A series of open days will be held at the airfield, stage managed in the main hanger with lots of social distancing, just admitting a few people at a time, wearing masks etc.. The dates are next Thursday, Friday and Saturday, 10th, 11th and 12th December to give weekday and weekend options and with the Friday prioritised for Welsh speakers. There will be a poster display that will talk through all of the key points and options for Q & A and it will also give a wider view of our wider aspirations for the site. We can also run through different options for submission of a response and how we can be contacted at any time through the consultation period.

█ asked local councillor █ if she had any questions and if what had been explained was clear. █ said it was all very clear but asked for confirmation of the times for the public open days which █ said were: 10 a.m. to 4 p.m. on Thursday and Friday and 10a.m. to 2 p.m. on Saturday. He explained that no appointment was needed but due Covid restriction visitors might be asked to remain in vehicles until called forward. He guessed walking through the display and the fielding of questions would probably take 20 minutes to half an hour for most people.

█ did say that the majority of that on display was already available in consultation documentation and █ described how it would be set up but a section on the environment, noise and pollution, might be of particular interest to non aviation users.

█ is this a planning matter are the National Park Involved are you actively engaging with them What is the process after 22nd.

█ We collate all the responses, take on board the feedback and where that is valuable and it helps us refine the design solution we will do so. We have to publish a report that documents that feedback and submit the design to the CAA on 8th February. The CAA have 15 weeks to consider the options. If that response is positive the DA has to be published in aviation manuals and would be in place to be used by September next year.

█ asked if local jobs would be created by this.

█ said it was a part of the Master plan but the DA was one of the key building blocks that would see jobs in the tens and then 100's be created over the next five to ten years. Employing local people made sense. This is a daily operation where we are looking to increase the tempo.

█ said that initially highly qualified technical people would come from elsewhere but as the project developed the aim would be see local apprentices taken on. █ said we are talking to the Welsh Government, and particularly Gwynedd Council about how this integrates with their STEM engagement activities with local schools and colleges and also beyond to the Universities and how we get those highly qualified people living and working in the area.

█ mentioned one example of local school children visiting to see and learn about the aerodynamic testing of a formula 1 car and how that might inspire some of those students to go on to further education and come back and work at the airfield at a later stage.

█ said 'drones for good' were mentioned would there be 'drones for bad' – for military purposes. █ said the value of Llanbedr and the value of Snowdonia Aerospace Centre comes from the environment it creates for developing new technology and the real thrust is in electric aircraft and commercial drones. Probably 95% of drone development is at the smaller end of the market. It is about possible parcel delivery, about medical re-supply. He gave an example of the Snowdonia Aerospace

COMMERCIAL-IN-CONFIDENCE

Trial in March with the Welsh Ambulance Service that used a drone to do a trial delivery of a defibrillator. That project had another research grant and would be taken further.

With no further questions ■ brought the meeting to a close. He did mention that WG decisions on travel arrangements could of course have an effect on the viability of the public open days on the dates given and we would advise if there was a problem.

We have a Teams meeting with Gwyneth Council later this week and another with RAF Valley and local airports, and so it will go on, and press releases went out today.

He thanked all for taking the time to attend this evenings meeting.

3. Minutes of meeting with Gwynedd Council, 03/12/20

An initial invitation to Gwynedd Council for a pre public consultation meeting was sent out on the 27th November 2020.

The purpose of the meeting was to give advance notice of the Public Consultation Period of the ACP and explain the process.

From: [REDACTED]

Sent: 27 November 2020 16:41

To: [REDACTED]

Subject: ACP-2019-58

[REDACTED]

The ACP-2019-58 Llanbedr DA passed the Stage 3 CAA Gateway today which means public consultation can start and will launch to the public on 7th December for a period of 7 weeks through to 22nd January 2021. During w/c 30th November we would like to take the opportunity to engage with key stakeholders. We are meeting on Teams with all the Community Council representatives on Monday 30th at 7 p.m. and we have a meeting with the various airports hopefully Tuesday.

The idea of these meetings is to give a preview of the process and to ask your help in making your constituents aware of the consultation and to encourage them to respond.

This consultation will be open to everyone and we are asking people to consider any impact the proposal could have on you as an individual, your community as a whole or your organisation's activities. This will be your opportunity to review the proposed procedures and influence the final designs that Snowdonia Aerospace will submit to the CAA.

The purpose of the video briefing with the Community Council on Monday will be to talk through the process, the key dates, how to get access to the consultation documents, what the documents will describe, and how to make a response online / by post / in person. The full set of consultation documents won't be available until the online portal goes live on the 7th December, but before the meeting on Monday we will be able to share a short, three-page, easy read guide that covers the key facts. This document will be available in both Welsh and English.

We'd also like to emphasise that this is just an introduction to the process and we will be available to do a more detailed Q&A at any point between 7th December and 22nd January once you've had a chance to digest the documentation. We'll also be holding a series of carefully-managed, socially-distanced open days at the airfield during December where there'll be a poster display on the airspace change and our wider business aspirations and we'll also give more details on the open days next week.

Are you and any other appropriate representatives from Gwynedd Council available next week for a Teams meeting?

We look forward to hearing from you,

[REDACTED]

LLANBEDR CONSULTATIVE AIRSPACE MEETING MINUTES.

Llanbedr Aerodrome Danger Area (DA) ACP-2019-58

With Gwynedd Council held on Tuesday 3rd December 2020

The purpose of this meeting was to give advance notice of the Public Consultation Period of the ACP and explain the process.

The request for this meeting was sent to Gwynedd Council as follows.

The ACP-2019-58 Llanbedr DA passed the Stage 3 CAA Gateway today which means public consultation can start and will launch to the public on 7th December for a period of 7 weeks through to 22nd January 2021. During w/c 30th November we would like to take the opportunity to engage with key stakeholders. We are meeting on Teams with all the Community Council representatives on Monday 30th at 7 p.m. and we have a meeting with the various airports hopefully Tuesday.

The idea of these meetings is to give a preview of the process and to ask your help in making your constituents aware of the consultation and to encourage them to respond.

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We'd also like to emphasise that this is just an introduction to the process and we will be available to do a more detailed Q&A at any point between 7th December and 22nd January once you've had a chance to digest the documentation. We'll also be holding a series of carefully-managed, socially-distanced open days at the airfield during December where there'll be a poster display on the airspace change and our wider business aspirations and we'll also give more details on the open days next week.

NOTE: in accordance with CAA Policy all names will be redacted in notes made of the meeting and names/items for redaction are highlighted red in this document.

Meeting Attendees:

Snowdonia Aerospace

[REDACTED]

[REDACTED]

Gwynedd Council

[REDACTED]

[REDACTED]

[REDACTED]

NO FORMAL AGENDA

██████████ made a short introduction and handed to ██████████ to explain in more detail the Public Consultation process for the ACP. His introduction was the same as that to the Community Councils on 30th November and re-printed below.

██████████ started with background and the history of the airspace and explained that because it is designated a DA it does not mean that anything dangerous is happening it is a safety mechanism to make sure that dangerous activities don't occur particularly in context to keep drones separate from other airspace users. A volume of airspace declared as a DA and that alerts other air users to keep clear while experimental activities are happening within that volume.

WE have been operating it on a temporary basis but that is now a business limiting factor and also the regulatory requirement does not allow this temporary arrangement to continue. An application has to be made to make the airspace permanent again. It does not mean that it is always active but we will not need to ask the CAA every time it is required to be activated. That time saving is critical in evolving the business.

One of the requirements in the process is going out to all stakeholders, aviation and nonaviation and we ask for views. So, one of the reasons for getting together this evening is to make you aware the consultation is about to start but also to ask for your support in making as many people aware as possible as we would appreciate having the feedback from the local community to help finalise the final design that will get submitted to the CAA.

The Consultation launches on 7th December and nominally is only required to run for six weeks but as this spans Christmas we have added a seventh week so the closing date will be Friday 22nd January. During that time all the documentation will be available on the Citizen Space website that all public consultations use and the link provided will take you to the right place from the 7th. To submit a contribution the on line portal is a step through process which we would prefer is used especially in the current climate. The message about the consultation and the objectives is being broadcast via tv, radio and print media through the local press encouraging participation. A series of open days will be held at the airfield, stage managed in the main hanger with lots of social distancing, just admitting a few people at a time, wearing masks etc..The dates are next Thursday, Friday and Saturday, 10th, 11th and 12th December to give weekday and weekend options and with the Friday prioritised for Welsh speakers. There will be a poster display that will talk through all of the key points and options for Q & A and it will also give a wider view of our wider aspirations for the site. We can also run through different options for submission of a response and how we can be contacted at any time through the consultation period.

For Gwynedd a number of questions were asked about the consultation in general including whether communications to Stakeholders would be in Welsh as well as English.

██████████ confirmed that communications would be in both languages wherever possible. He also asked if there was a Welsh language newspaper SA could write to.

Gwynedd agreed to provide details.

██████████ said that where we would appreciate help from the Department would be in the distribution as widely as possible of the consultation documents provided.

Gwynedd said they would distribute to all Members of the Council, they would publish the press release and include twitter and facebook.

Gwynedd also agreed to send the information to Welsh Government Regional Delivery Manager, ██████████ the Welsh Government Senior Regional Investment & Delivery Manager, ██████████

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██████████ and also ██████████ Head of Regional Development. Additionally to ██████████
Project Development Manager Wales European Funding Office

End

4. Minutes of meeting with Local Airport Operators, 08/12/20

An invitation for an online Local Airport Operator Stakeholder Meeting was sent out on the 02 December 2020.

From: Danger Area - Snowdonia Aerospace <da.acp@snowdoniaaerospace.com>

Sent: 02 December 2020 16:19

To: Danger Area - Snowdonia Aerospace <da.acp@snowdoniaaerospace.com>

Cc: [REDACTED]

Subject: Llanbedr ACP-2019-58

Dear All,

We had the green light from CAA on Friday to be able to proceed with a public consultation for the ACP and will launch it to the public on 7th December for a period of 7 weeks through to 22nd January 2021. During w/c 30th November we would like to take the opportunity to engage with key stakeholders – yourselves as airport operators foremost among them – to give you a preview of the process.

We struggled to get a date for a Teams meeting on this with MOD and RAF Valley and have now agreed 15:00 on Tuesday 8th December. We will send an invitation shortly and hope you may be able to join us. The meeting will be essentially to give you an introduction to the process. The consultation itself will be open to everyone.

As this meeting date has slipped please note the below:

1. We will also be hosting public drop-in sessions for anyone to come along and find out more about the proposals. These will be held in the SAC Main Hangar (with appropriate Covid-19 measures in place):
 - Thu 10th December 2020, 10am to 4pm
 - Fri 11th December 2020, 10am to 4pm (Welsh speaking available)
 - Sat 12th December 2020, 10am to 2pm

I have attached the published easy read guide which you may find helpful. We will of course be available through the entire consultation period to engage with you.

Kind regards

■

LLANBEDR CONSULTATIVE AIRSPACE MEETING MINUTES.

Llanbedr Aerodrome Danger Area (DA) ACP-2019-58

With Airport representatives by Teams held on Tuesday 8th December 2020

Present

Appointment

Snowdonia Aerospace LLP (SA)

[REDACTED]
[REDACTED]

RAF Valley

[REDACTED]
[REDACTED]

Val-OpsWg Ops Flt OC

22 Group

[REDACTED]

22Gp-FT SO2 AS

MOD DAATM (Defence Airspace Air Traffic Management)

[REDACTED]

DAATM-AirspaceOpsSO2

Tallybont & Peniarth

[REDACTED]

West Wales Airport

[REDACTED]

Liverpool John Lennon

[REDACTED]

NATS

[REDACTED]

AGENDA

As outlined in the pre meeting note this is specifically an introduction to the public consultation phase of the ACP.

The meeting commenced at 15:00

Note: Due to the CAA policy of redaction references in the minutes will be reduced to individuals initials after first use and all names/initials to be redacted will be **highlighted red in this document.**

The following are notes on the main points discussed.

[REDACTED] made a very brief introduction reference the start of the Stage 3 process of the ACP.

[REDACTED] thanked all for contributions thus far and said the Public Consultation was launched yesterday (7th Dec) and would run for 7 weeks to 22nd January 2021.

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Stakeholders will have already received an email pointing to the full consultation set on the CAA Portal and to the consultation page itself where they could make a formal response. We encourage you to access the documentation set and read and if you have any questions do contact us and we can arrange more of these sessions to go through the detail.

He said that SA anticipated there would be issues needing more discussion and possibly LOAs between certain parties. Any LOAs would need to be in place before implementation. Consultation would conclude at the end of January and a formal submission would be in February. CAA then need 4 months to consider that, so June, then an 8 week cycle to get into the AIRC documentation and live at the earliest September 2021.

He said 2020 had been extremely harsh and we were keen to get the permanent DA in place so we can start using it in the back end of summer and Autumn of 2021. That is the motivation behind the timetable but everything has to be properly and the two way engagement is very important.

So we are raising awareness, our door is open once you have had a chance to read the documentation which should be self explanatory.

The airspace change shows two options. One arguable favours users of the DA in terms of flexibility and one arguable favours other aviation users as it maximises the amount of segregation and hence minimises the impact on them.

The geographic area is pretty much the same and does not differ greatly from the TDA we have been operating with for the last five years. We would certainly like to hear from you as to how either might be refined to better meet the needs of the aviation community in particular. Another section outlines the environmental and economic impact.

██████████ said from a MOD point of view , obviously we are in contact with Valley, we are looking at wider impact but a main concern is the Air Traffic provision and agreement with MOD/QinetiQ re access to D201. Given the tight time scales can we get another meeting scheduled almost immediately as it could take time to set up agreements.

██████████ said in terms of LOA we would like to start the discussion before submission in February but the LOAs themselves do not have to be in place until September.

██████████ said he would like to come to the hangar and have a look, are we open and can we travel there.

██████████ said yes and gave details. ██████████ said he was interested himself but also because of the ACP at Liverpool keen to see how SA are approaching managing the ACP. He also asked how SA got away with seven weeks.

██████████ said it was actually six weeks. CAA look to a 6 to 12 week window and although we are ranked at level 1 we are not on a scale such as Liverpool or Heathrow or others and they thought six weeks was appropriate particularly given six weeks is the period identified within CAP1616 for TDA engagements, so a Danger Area element of six weeks. We have actually added a seventh week to cover off the Christmas period. The full argument is covered in one of the documents in the set.

██████████ said he was interested in the level of Air Traffic from Llanbedr and into D201.

██████████ said we will be providing a DAAIS throughout all the times the airspace is activated, so essentially a basic service, but there was a lot of emphasis in the documentation that we will only promulgate the activity when it is really needed and for the times needed and the FISO will be there to help the GA community. Overall we think there is a huge benefit for the GA community as if we can achieve our objectives the airfield can remain open for all. In terms of the hand over we have to hand over to the QinetiQ Air Traffic, so no intention to go full Air Traffic at Llanbedr. He mentioned CAA intention to allow FID (Flight Information Display) from March 2021, he had seen demonstration of this at Barton where ADSB and Flarm information is displayed and this would greatly aid what we can do for others as we know what is going on.

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■ said for the ACP at West Wales for D202 it was a requirement to have radar. ■ said he thought the reason was only so ■ could book the airspace and asked if we could take the discussion outside this meeting.

■ thanked ■ for his introduction to this stage of the ACP. He said he was sorry he had not had the opportunity to meet more people in person but we had been doing a lot of meeting with Teams. We would set up more meetings, particularly with Valley and MOD but do not hesitate to get in touch with us.

■ confirmed again the Open Day dates and times and while they were predominantly for the local community anyone was welcome.

■ mentioned he had last week sent out a personal letter to Flyer and Pilot, the BMAA and LAA. It was an 800 word letter which he said seemed to have been well received. Flyer had been very supportive on their live stream podcast last Thursday. If anyone would like a copy of that letter please just do send me an email.

End.

NB.

Subsequent to these introductory key stakeholder meetings other specific meetings were arranged with:

RAF Valley for January 11th – see Minutes below.

DAATM for January 15th - see Minutes below.

5. Minutes of meeting with RAF Valley community, 11/01/21

LLANBEDR CONSULTATIVE AIRSPACE MEETING MINUTES Llanbedr Aerodrome Danger Area (DA) ACP-2019-58 With RAF Valley by Teams held on Monday 11th January 2021

11th January 2021

Present

Appointment

Snowdonia Aerospace LLP (SA)

[REDACTED]

[REDACTED]

RAF Valley

[REDACTED]

Val-OpsWg Ops Flt OC

22 Group

[REDACTED]

22Gp-FT SO2 AS

MOD DAATM (Defence Airspace Air Traffic Management)

[REDACTED]

DAATM-AirspaceOpsSO2

Background:

The agreed aim of the meeting was to aid the consultation phase of this process and open a forum to discuss views from Valley direct with Snowdonia Aerospace. This would be the views of Valley only and not an MOD response.

AGENDA ACP-2019-58 DA

There would be no formal agenda but the following was received prior to the meeting.

The headlines of Valley's concerns:

1. Operator concerns over increased likelihood of LoSS with non-coop a/c due to Low Level traffic being funnelled between the DA and the Llyn peninsula.
2. Impact to airspace availability for 4FTS activity: DA is planned for 6,000ft ASL and Texan can operate down to 4,000ft ASL / Hawk to 5,000ft ASL in the proposed DA location.
3. Proposed design does not appear to be efficient use of airspace for smaller UAVs. What UAV is the design concept based on? Can it be broken down further?
4. SAC is predicting 20 days a year (approx.) when T&E activities originating at Llanbedr may need to operate in or near D201. How many days a year will the DA be used outside of the D201 complex? Some clarification on the consultation docs for height activation i.e. 2000ft for 71 days and 6000ft for 36 days per year and what areas these heights will align to.

Thoughts for Snowdonia Aerospace to consider:

1. Is it possible to establish a low level corridor under the DA along the coastline as part of the design concept? Advantageous for Mil + Civ GA.
2. Utilisation of a DACs and who will provide this? (A DACS can only be provided by qualified ATC. Only a FISO or ATC can give a DAAIS. This is recent clarification from the CAA.)

Note: Due to the CAA policy of redaction once minutes/notes are agreed references in the minutes will be 'Valley said', 'SA said' and, or, reduced to individuals initials after first use. All names/initials to be redacted will be **highlighted red in this document**.

Apologies: [REDACTED] to join if they can but said the meeting should go on.

[REDACTED] opened the meeting saying the purpose of the meeting is an informal discussion strictly between RAF Valley and SAC, the two main players, will be really beneficial to progress along with that. He had put down a loose agenda that summarised a number of points and he handed over to [REDACTED] from Valley.

[REDACTED] explained his role in Valley Ops Squadron is to look at everything surrounding the airfield and airspace and in terms of this ACP there were two key elements:

How will the ACP impact, if at all, our flying activity and 2) Safety of that flying ?.

[REDACTED] explained Valley operated in the VATA (Valley Aerial Tactics Area) structure and the majority of the Danger Area will sit beneath GH (General Handling) Central. With the DA planned to 6,000ft in that area the Texan operates down to as low as 4,000ft and the Hawk down to 5,000ft so there would be an obvious conflict. He asked what is the flexibility of the structure?

[REDACTED] said he could allay that concern immediately but he would first explain how we got to the design. The airspace was not designed around any particular UAV. The nature of it is that there will be many different types of UAV and what we have tried to do looking ahead, and based on experience over the last 5 years, is come up with a structure that would meet the majority of the needs. We have anticipated the types coming down the pipeline and how much of that volume will be needed at any given time. It is a probabilistic model and it will be subject to estimating error but our estimates are that we would need to activate an element of the DA approximately 107 days a year and that 2/3 of that time we would be below 2,000ft., so 70 days below 2,000ft 30 days a year above 2,000ft. Two specific types of activity that may need the 6,000ft altitude. One set would be contained over the aerodrome itself, spin and stall testing, small scale university rocketry the other in transit to D201.

The stall / spin testing would actually be over the sea but while area A would be activated every single time as launch and take off always from the airfield only 2/3 of time would be beyond area A. However, the real intent is the benefit for BVLOS so the intent will always be BVLOS and a significant range from the airfield. Area A estimated at the 100 days per year, beyond area A, 70 days a year, most of which would be in Area B or B, E and F and then 24 days a year in the corridor to D201. Most of the work in B, E & F would be below 2,000ft.

[REDACTED] asked about a DACS or DAAIS

[REDACTED] explained it would be a FIS providing a DAAIS. The ANSP provision had formerly been with SafeSkys but SA had gained its own ANSP approval in March 2020 and were working with a small established team. It had been a difficult year with COVID but we hoped to get out of Greenfield status in March and a FISO service would be in place at least all the time the DA is promulgated as active and providing the DAAIS and available on the telephone of course.

[REDACTED] emphasised that a DACS can only be offered by Air Traffic.

[REDACTED] said that from previous discussions with Valley they should be aware that a DACS (with full time ATC) is totally out of the question, the cost would make the whole thing unviable. However, things are changing and there has been some discussion on the basis that if an Air Traffic Controller was in the Tower a DACS might be provided when needed.

Importantly in consideration of the requirement were the actual times of operation, which in any day might only be for an hour in a morning and half an hour in the afternoon. [REDACTED] described some of their experience with trials and he said he felt the FISO would be able to provide more than adequate assistance. I cannot see the need for a crossing service at all as the RAF will mostly be over / under or around and we would hope we could bring Valley on board with this.

■ suggested they wondered about a DACS for longer sorties out through the corridor to D201.

■ felt the time in the corridor, just 14nm, would not be significant. He also mentioned the low level route under the airspace adjacent to D201, a volume originally suggested by Valley in the 2014 consultation for the TDA, and asked whether given the anticipated time the airspace would be active if that were still a useful requirement.

■ said that Area C & D was a transit corridor only, not seen as airspace where we would loiter, active for perhaps up to 30 mins and there would be a formal hand over to ATC Aberporth at the boundary.

■ did cover the point that the airspace would have to be activated for the whole period while a vehicle transited to D201, conducted an operation and then returned, or for emergency recovery. ■ agreed, however, he felt there would be lengthy periods of time when the corridor was empty and that a FISO could advise of the airspace situation leaving the decision to a pilot to cross or not. He also stressed that hopefully as we move towards a letter of agreement (LOA) we can discuss the importance of good comms and this had happened at previous trials when there were briefings with Valley at 4 p.m to advise of the next days activity.

■ asked about what knowledge Llanbedr would have of activity in advance and about having perhaps a planning meeting with Valley a week in advance.

■ explained that companies had to book in advance, and needed to plan their own arrangements including booking accommodation, although he said we would like to have some sort of reactive opportunity, one of the advantages of having the airspace, but of course there would be a calendar and we could identify when stuff will happen. Operationally of course there would be problems with times because of the nature of trials.

■ asked Valley if notification would help though ■ answered saying he felt it would and other things could be done like potentially having a direct telephone line again between Llanbedr Tower and the Valley Tower. There was opportunity for a detailed discussion to inform the LOA which if agreed in principal the detail of which would only be needed to be complete and signed off by late summer.

■ said Valley would look to write something into the LOA. Every Thursday we plan for the next two weeks in detail. To give an example from a TDA the sponsor comes to the planning meeting (virtually) and we discuss all activity for the following two weeks, then, at D minus one we get a call to confirm activity which helps us to look at phasing and there are things we can do to change phasing to help.

■ said likewise we can look to flex our schedule. The Teams are there to do a job for a short duration but anything we can do to provide flexibility we would also look to achieve.

■ asked if the low level corridor under Delta is that in an appropriate place?

■ asked if there were a possibility of a low level corridor also under Charlie?

SAC queried the height aircraft would transit which Valley said would be 1,000ft amsl but agreed it was quite a reasonable suggestion.

■ made the additional point ref times of operation that Operators of UAVs actually want to fly early morning or near sunset due to wind limits, he gave various examples, and this could be outside of times of Valley Ops.

Valley said time of operations in summer were now 08:00 to 18:45 but potentially could be to 19:00 or 19:30. Winter night flying was to 20:00 and at night they still operate in the VATA. On time of activation they asked about weekend operations.

■ said the intent would be only Monday to Friday but we would want to accommodate weekend activity when a trial had delays in the week due weather. We do make trials Teams aware they need to allow time for unserviceability and weather and that has driven the probabilistic model, so probably three flying days in a five day week.

■ said: throughout the call we have mainly be referring to Design Option 1. Is it safe to assume Design Option 2 is the one you are looking to progress, or is it Design Option 1?

■ said SA had not taken the decision yet but Option 2 is the direction the wind is blowing. Most of the comments returned have indicated a preference of 2 over 1. Our own FISO preference is Option 2 as well.

■ said he thought MOD and Valley would prefer Option 2

■ said that his first concern was funnelling of low level aircraft between the high ground on the Llyn Peninsular and the DA, which would still occur as you get towards Port Maddock but with the Charlie and Delta designs being much smaller laterally it does alleviate some of our concerns if we go for Option 2.

Going back to types of service ■ didn't think a DAAIS could allow transit in NOTAM active airspace.

■ had the CAA Policy - and said MW was entirely right but if a FISO said there was nothing in there it would be up to the captain to make a decision to go through or not. Military aircraft would certainly not go through a DA unless we had to without a DACS. It is something that air crew need to consider. From a wider MOD point of view things like Defence Task 1, The Air Policing Task, if its that low level they will go through anyway. If it says on the NOTAM who the operating authorisation is, which is Llanbedr, they can also give you a quick ring.

Chances of that happening in that area extremely remote. Make clear to our air crew it would be on their heads to go through on a DAAIS say so.

■ said the while it was not a guarantee of safety drones that are operating BVLOS will be equipped with conspicuity devices, so typically ADSB out.

■ asked if this was a pre-requisite.

■ said we would look to make it a pre-requisite – certainly for vehicles going out to D201 through the corridor.

■ said it was really important that we get, as already invited, the FISOs up to Valley Ops for liaison meetings. What we need to discuss is what the FISO service can provide and we certainly hope to be one of the first in the country with the new Flight Information Display (FID) that CAA are hoping to permit from March/April this year. He referenced the trial at Barton and Goodwood. The display would assist the FISO in confirmation of where any drone is, because we want to see it, and that's why we might mandate that it has ADSB or a transponder on board which will be a significant help rather than just relying on comms with the drone operator telling us where it is. That will be very helpful going forward, the whole aspect of UTM.

■ said he felt it was not entirely appropriate to dismiss a DACS at this stage. Operating in Alpha, Bravo, Echo and Foxtrot didn't cause much of a concern but operating up to 6,000ft en route to D201 would there be scope for Aberporth to offer a DACS?

■ said he thought Aberporth can see everything above 4,000ft and he felt going forward with technology moving so fast there could be interesting developments with provision of feeds.

PW said it was worth a chat with QinetiQ but probably wait until after Friday's meeting.

■ said in the drone Operational Safety Cases there is a requirement to conduct a cut down or return immediately to base. If a SAR helicopter or the Air Ambulance call up on an emergency then they have to be afforded priority and the drone has to get out of the way or get down. The FISO is responsible for passing that information to the pilots.

■ said it will be reviewed as we go along and it could be there are issues at 6,000ft or that in the first two years there will be no issues whatever. There is always a case to test and adjust and make things more efficient.

■ co-ordination and liaison up to 6,000ft are going to happen and avoid.

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■ said everything was eminently workable; the first review would be due after 12 months. The current time line if we stick to it, which is subject to CAA review and approval, would be white smoke in July then into the AIRAC 09/21 cycle so implementation September 21 and Review September 22.

■ said he will type up a response from a Valley point of view

■ said he had obviously taken a back seat on this one and while some of the discussion was going over the familiar it was important to go over these things in the consultation phase and there have been some good understanding points.

■ said it had been really useful particularly in alleviate some of the concerns ref operating height. Hopefully the plans will not impact Valley as much as we first thought. He queried a reference to 160 days of operation.

■ explained the 160 days is people on site then estimate (due weather and tech issues) three flying days a week (2/3) gives 107 days of actual DA activation.

■ offered thanks all for everyone to take the time today saying it had been really useful and please feel free to make further contact with him as ■ had a few things coming up and long may the chat continue.

ACTIONS: SA to provide notes of the meeting

SA to consider a design change to Option 2 to increase the width of the low level corridor under Delta to also be under Charlie.

Post Friday's meeting with MOD further meetings to be arranged to advance a LOA with RAF Valley.

6. Notes from meeting with the Snowdonia Society, 13/01/21

NOTES INFORMAL LLANBEDR CONSULTATIVE AIRSPACE MEETING

Llanbedr Aerodrome Danger Area (DA) ACP-2019-58

With the Snowdonia Society by Teams held on Wednesday 13th January 2021 at 14:00

13th January 2021

Present

Appointment

Snowdonia Aerospace LLP (SA)

[REDACTED]

Snowdonia Society

[REDACTED]

Background:

The agreed aim of the meeting was to aid the consultation phase of this process with a discussion on topics raised by [REDACTED] in advance of the meeting and copied below for reference.

Names in red for later redaction in accordance with CAA policy.

AGENDA ACP-2019-58 DA

There would be no formal agenda but the following was received prior to the meeting.

Here is an agenda of topics we'd like to ask you about:

1. Biodiversity - appraisal work you have undertaken on potential impacts, including on the duneland Special Areas for Conservation and Rhinog National Nature Reserve (10 minutes)
2. SAC's prospective customers as business activity at the SEZ expands (5 minutes)
3. Impacts on tranquility in Zone E1 & E2 (and equivalent area of Zone B in Option 1) (30 minutes)
4. Ministerial 'Call in' criteria after CAA have assessed proposals (10 minutes)

Notes are provided below to facilitate discussion on each topic.

We will approach a discussion with an open mind - this is an opportunity for you to provide further reassurances or correct any misunderstandings on our part, so that we make a well informed consultation response.

Separately, when we spoke I mentioned the recent consultant report on job growth prospects arising from SEZ. Please could you email me an electronic copy of this.

I look forward to hearing from you.

Yours sincerely

[REDACTED]

Notes on agenda topics

1. Biodiversity - appraisal work you have undertaken on potential impacts, including on the duneland Special Areas for Conservation and Rhinog National Nature Reserve

The issue here is not the SAC site itself, but impacts, such as disturbance to birds, due to future changes in airspace use in the DZ. Section 5.6 of the consultation document states that *'the majority of airspace change proposals are unlikely to have an impact on biodiversity because they do not involve ground-based infrastructure'*. It concludes that *'the Airspace Change is anticipated to have a negligible impact on biodiversity'*. Is this conclusion based on SAC's current assessment of likely intensity of air activity in the land-side parts of the danger zone? Are we right to think that SAC has not considered the potential impacts if the number, type and flight paths of experiments were to result in significantly greater noise near sensitive sites than would be the case using SAC's current assumptions at section 2.3 *Assessment of future airspace use* in the Options Appraisal document?

Natural Resource Wales is being 'contacted directly' as part of this stage (3C). Has SAC asked NRW for advice about whether a screening assessment is needed in order to decide if an 'Appropriate Assessment' should be undertaken regarding the project's potential impacts on the dunland Special Areas for Conservation? If yes, what would be the 'competent authority' - NRW, the local authority or CAA? What about assessment of impacts on protected birds, such as ring ouzel and merlin which are present and around in the Rhinog National Nature Reserve?

2. SAC's prospective customers as business activity at the SEZ expands

Arguably it is outside the Snowdonia Society's remit to take an interest in the balance between military and civilian use of the DZ. What matters is the impacts on the environment, whoever causes them acting lawfully. However, we cannot fail to note how SAC repeatedly stresses in its public documentation the use of the airfield and DZ for non-military uses such as *'drones for good'*. During our discussions, you mentioned no fewer than seven different civilian applications of drone etc technology for which the DZ might be used.

Yet the Aerospace Wales Forum website entry for SAC lists your major customers besides Welsh Government as being Qinetiq Group, BAE Systems, DSTL and Thales. These are all very big armament developers / manufacturers / research bodies, or at least cite armaments as a major strand of their business.

SAC seems to be sensitive about the possibility that as yet unknown major users of the SEZ / DA will include armaments R&D institutions / manufacturers. We would like to hear your response to this, especially in view of the scenario we use below for who may be the main users of Danger Zone area E / equivalent part of area B. Essentially, we suggest that SAC has no idea at present whether and to what extent armaments interests will come forward with proposals to operate on the airfield and in the DA.

3. Impacts on tranquility in Zone E1 & E2 (and equivalent area of Zone B in Option 1)

Tranquility is one of the special features of all national parks, but in recent decades much of Snowdonia has become noisier for many reasons, detracting significantly from the Park's value for quiet outdoor recreation. The Rhinog mountains are renowned as the far and away the wildest, least spoilt and, ubiquitous military jets apart, most tranquil parts of the National Park. This lofty upland expanse is a 'jewel in the crown', the protecton of which from all actual and potential threats is of highest priority for the Snowdonia Society.

During our conversation at the SAC exhibition I noted your assurances that:

- Based on recent and 'booked' users of the airfield, you estimate that Area E encompassing part of the Rhinog mountains (and corresponding part of B in Option 1) would only experience about 6 days of Danger Area activation each year, with almost all activity being above 2,000 ft (Incidentally, Table 1 in Section 2.3 of the Full Options Appraisal doc) mixes up areas E and F on the accompanying Figure 3b.)
- Area E1, from ground level to 2,000 ft is proposed *'to remain outside of the DA to keep experimental aircraft clear of the Rhinog mountains.'*
- Even on the 6 days, flying time would be likely limited to a few hours sandwiched between preparation and after-landing activities.

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- Flying in area E1 is 'unlikely', albeit not entirely excluded. There is a 'twin lock' on flying here, as CAA permission would be needed to activate E1 on a case by case basis depending, for example on the assessed safety of experimental designs.
- The drone etc types now being operated are very quiet, not much more than the 45 - 50 dB typical ambient noise range for rural areas.
- The noise scale is logarithmic and there is about a 6 dB drop per 100 metres - most flights will be far above most of the mountain landform.
- When the DA is not activated, 'normal' civilian and military aircraft can use this airspace. Thus activation displaces such noise to elsewhere.

Section 5.5 of the Options document concludes that *'the Airspace Change is anticipated to have a very low / negligible impact on tranquillity'*. However we query this for the following reasons:

- The consultation document extrapolates existing and upcoming spatial patterns of use in the temporary DA. However, we suggest that SAC has little idea of which potential customers will come forward in future years and how they will want to use different parts of the DA, depending on their particular projects. One admittedly speculative but not unlikely scenario is that a consortium of aerospace armament companies/establishments will wish to set up on the airfield some kind of advanced avionics R&D and global customer demonstration / training centre. We have studied the relevant land use policy in the National Park Local Development Plan (Policy 27) and this seems to us to permit a customer demonstration / training centre as well as R&D. Hundreds of local jobs might be in prospect, while hopes of a horizontal launch satellite focus for the airfield come to nothing. SAC will doubtless want to retain flexibility and respond positively to all significant opportunities for commercial investment in the airfield, not tie its options by having any limitations placed on the DA and its segmentation / use. Consequently it is entirely possible that DA area E could be activated for a large proportion of days each year.
- We understand that SAC would be reluctant to delete area E2 from the permanent DA, or indeed restrict CAA's ability to permit safe utilisation of E1. Area E provides *'an extended area for upland/mountain operational testing'* and you explained at the exhibition that including upland as well as lowland in the DA adds to the *'richness of [testing] environment'*, including for work that needs to take place *'beyond visual line of sight'*.
- We are sceptical that SAC would want to monitor whether flights authorised in area E2 do not 'stray' into lower and more environmentally sensitive airspace in area E1. This may in any case be difficult to monitor, let alone enforce. The same concern applies to flights 'straying' outside the outer arc of area E, further into the heart of the Rhinogs.
- We are doubtful that typical ambient noise in rural areas is an adequate baseline with which to compare flight noise. The Rhinogs may be windy one day, from one direction, then another, and on other days amazingly calm and pin drop quiet. The bleats of sheep and goats, or cry of raptors in the air better characterise the unique sense of tranquility in the Rhinogs.
- Aerospace prototype designs change as R&D moves on. Noisier prototypes might become important, and/or training programmes may involve protracted flights to learn operational capabilities.
- Flights would be concentrated in spring / summer / autumn when weather is reasonably good - i.e. when the mountains are most valuable as a resource for quiet outdoor recreation.
- Displaced aircraft noise when the DA is activated would in large part occur elsewhere in the National Park. This is a 'zero sum' issue.
- You pointed out that there are few DAs in the UK open or opening up for commercial R&D testing. This highlights the value of places like Llanbedr, assuming it gets a permanent DA, for the kind of scenario outlined above.
- The consultation document refers to 'letters of agreement' with local communities or, presumably, bodies such as the National Park Authority, in order to secure conditions on detailed operational matters in the DA. However such agreements lack permanent legal force and could be brushed aside in the event of the sort of job-creating scenario outlined above.
- Finally, the issue of visual intrusion could also become significant. A few experimental flights on about 6 days a year could indeed have novelty interest to visitors and local

residents. However, that would not be the case if area E were used routinely on many days a year.

4. Ministerial 'Call in' criteria after CAA have assessed proposals

In the event that SAC does not agree with the Society's request and we are not satisfied with the reasons, then the Society may consider requesting the Secretary of State for Transport (SoS) at Westminster to 'call in' the proposal for his decision within 28 days after the airspace change proposal has been submitted to the CAA. (We fully appreciate that most such requests are not granted. But some are, and a green light for no restriction on activity that may cause significant damage to public enjoyment of a pristine wilderness area in an iconic national park may be just the sort of case that may be called in.)

We have looked at the relevant section in CAA's guidance on Airspace Change proposals at:

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

This explains the SoS's call in function and at Appendix G on page 229, with full details at Stage 5 at para 250ff on pages 70ff.

We would like to hear if you agree with us that the proposal may meet at least one out of the following three of the four call in criteria:

- is of strategic national importance
- could have a significant impact (positive or negative) on the economic growth of the UK
- could lead to any volume of airspace classified as Class G being reclassified as Class A, C, D or E.

Regarding the last of those criteria, paragraph 1.2 of the consultation document says that 'the airspace is currently Class G'. We understand this to be the 'Class G' described in the NATS classification at:

<https://www.nats.aero/ae-home/introduction-to-airspace/#:~:text=The%20classification%20of%20the%20airspace,and%20G%20is%20uncontrolled%20airspace>

and that the Change Proposal would mean that the airspace changes to one or more of categories A, C, D or E in the classification there. (Or is a DA 'sui generis'?, please clarify.)

Bear in mind also that the SoS has a statutory **duty**, as do all public bodies, when undertaking any activity which may have an impact on the designated area of a National Park, to have regard to the statutory purposes of National Parks, one of which is to '*conserve and enhance the natural beauty, wildlife and cultural heritage of the area*'

The CAA guidance goes on to state:

However, the Secretary of State may not determine that the proposal will be decided by him/her if the proposed change:

- was submitted by, or on behalf of, the Ministry of Defence
- is directly related to a planning decision which has already been determined by the Secretary of State, or
- is directly related to a planning decision made by another planning authority which involved detailed consideration [our emphasis] of changes to flightpaths [our emphasis - flightpaths as opposed to air movement in a DA] in UK airspace, consequential on the proposed development, which the sponsor has taken into account when developing its proposal.

Do you agree with us that none of the above exceptions apply in this case?

It is true that this airspace change proposal follows on from the planning decision to allocate the airfield as part of the 'Snowdonia Enterprise Zone' in the National Park local development plan (LDP) and the range of land uses now permitted in principle there. However, the introduction to LDP Policy 27 at para 6.26 states only that:

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4. Ministerial 'Call in' criteria after CAA have assessed proposals

█ explained in some detail why SA felt why the application met none of the criteria.

AOB

█ thanked █ for providing a copy of the EIA but was surprised it was commercial in confidence as in relation to planning and the bypass it should be public. █ apologised that there planning expert on the Team, the █ was not available today so he could not answer why it was supplied CIC. The Llanbedr Community Council had copies, also CIC, and Gwynedd Council certainly the document and were fully aware.

There was a general agreement the meeting had been helpful and it concluded.

Notes copied to █ for ratification that they reflect a reasonable summary of discussions.

End.

7. Minutes of meeting with MOD DAATM, 15/01/21

LLANBEDR CONSULTATIVE AIRSPACE MEETING MINUTES.
Llanbedr Aerodrome Danger Area (DA) ACP-2019-58
With MOD DAATM by Teams held on Friday 15th January 2021

15th January 2021

Present

Appointment

Snowdonia Aerospace LLP (SA)

[REDACTED]
[REDACTED]

MOD DAATM

[REDACTED]

DAATM-AirspaceOpsSO2

DAAM (Defence Airspace Air Traffic Management)

[REDACTED]

SO1 DAAM (Danger Area Airspace Manager)

DAAM Ranges

[REDACTED]

Air-2GpSpBM-DAAMRangesSO3

QinetiQ

[REDACTED]

QinetiQ Aberporth

Aim

Following on from a meeting with RAF Valley earlier in the week, also attended by [REDACTED] the aim of this meeting was to consider the ACP in the context of the MOD perspective and particularly Use of D201 Aberporth Range and ATS Provision.

AGENDA DA RE: 20201209-Llanbedr ACP-Use of D201 Aberporth Range and ATS Provision

There would be no formal agenda.

Note: Due to the CAA policy of redaction once minutes/notes are agreed references in the minutes will be reduced to individuals initials after first use and all names/initials to be redacted will be **highlighted red in this document**.

The following are notes on the main points discussed.

[REDACTED] opened the meeting thanking SA for the useful meeting with Valley on Tuesday which has given us the opportunity to think about solutions.

The main point today was ref access to D201.

He also raised the fact that in previous MOD submissions for UAS airspace with floating airspace CAA have mandated that we have provided some form of radar monitoring or DACS and he felt CAA would want the same from SA.

One of the solutions may be having ADSB mandated for any air vehicle using Charlie and Delta and the boundary of responsibilities needed study, perhaps the boundary could be moved back up the corridor if a DACS is mandated.

■ questioned if Charlie and Delta would only be used for access to D201 or would there be BVLOS loitering UAS in area Delta and Charlie and if coming into D201 would you always require ATS support from QinetiQ infrastructure or did we envisage having autonomous BVLOS operations in the D201 complex? Is it mandatory in D201 when its open to have a DACS? What would be the mechanism for approval and what support would be required?

■ said if a vehicle were to enter 201 we would want air traffic services he could not envisage ever being completely autonomous. We would only enter area D if wanting to enter 201 although we have had one Team wanting to use area C.

■ referenced buffering activity but knowing that Delta would be primarily, almost entirely for entry to 201 that would be helpful to know.

■ said that as discussed with Valley SA would have a good idea what was coming at least a week in advance, would be refined according to aircraft serviceability, and there would be NOTAM activation at least 24 hrs in advance.

■ asked if funnelling of traffic had been considered if 201 and Charlie were active.

■ said that was a concern for Valley in particular. They thought if the low level corridor/tunnel also went under Charlie that would alleviate a lot of their concerns.

■ also qualified that Valley were talking about Option 2.

■ referenced all to his email of 22nd December (copied below at the foot of these Minutes for ref.) We consider that boundary as the extent of our service provision. QinetiQ, as enablers and operators of the Range under the Long term Partnering Agreement sub contract the ATS provision to NATS and inevitably the service is only provided by using the MOD owned assets on the range that includes the primary radar, secondary radars, the operations building etc. There is always a dependence on the availability of those assets for any service provision into D201 whether it is for commercial or MOD. Anything beyond the 201 boundary is subject to commercial negotiation but also MOD permission.

If there were a need it could be commercially enabled, possibly negotiated in advance on a demand basis.

■ thanked for the suggestion, the obvious criteria for SA would be to look at new technology developments including Flight Information Display screens in the Tower at Llanbedr so the FISO would know where a drone was, maintaining good comms, knowing the programme ahead, agreed Valley Thursday meetings looking at planning ahead and updates, we would like to make a case to CAA to do a handover as a vehicle went into D201 without having a new commercial agreement for getting radar coverage in that area. I think we do need to explore what radar coverage is available from Aberporth should we need to go down that route.

■ we recognise that any entry to D201 is at the discretion of MOD and would be subject to commercial arrangement to manage that on behalf of MOD and provide the necessary services. It does not make sense to trigger that until we have customer demand.

Already using ADSB throughout the range.

■ mentioned the discussion with Valley and possible alleviation to the funnelling by extending the low level corridor under Charlie.

■ discussed ATS provision including the possibility of a commercial arrangement that would enable provision of a DACS for the floating airspace.

The possibility of a LOA as a good means of understanding, of mandating ADSB, and good comms on a daily basis and that entry to D201 was at the absolute discretion of MOD was discussed.

■ said that the forecast use for Charlie and Delta was subject to much uncertainty but was tied to UK drone and space projects. It would take some time to get to the 24 days per annum anticipated on the horizon. We also need to have UK Space Agency to have a discussion about access. The small number of space related access would probably get to once a month in the summer months. For the moment we believe it can be managed on an ad hoc commercial basis.

■ asked if ■ might respond to. I understand the booking of the range is with MOD but was weekend use possible with an independent radar coverage. Looking ahead I wonder how far UTM might change things. He just wondered whether given the pressure on QinetiQ weekend use was a real opportunity and helpful.

■ said effectively the Range was there for use at any time, in theory at the weekend. A lot will depend on what provisos the NATMAC decision letter from CAA will put on you and I would expect this will be exactly the same as it puts on the MOD. This is that floating airspace has to have a radar monitoring and deconfliction service and a DACS. This would be QinetiQ or West Wales Radar. He recognised technology moving on but had not seen anything that would suggest a FISO could ever Control or provide a DACS.

West Wales do have LOA's for 201 and 202 airspace and there are other users, including Valley and we are getting more requests from the USAFE (United States Air Force Europe) (under NATO agreement they would have a priority), so quite a lot of use.

In terms of ATS provision ■ said if we get to the stage where you are regularly using the Range we would need to do similar LOA to the one West Wales Airport has. If not that frequent in the early days then it is something we can do later on.

For the booking of the airspace we have a booking process note. The clear range procedures are of interest in that if that was with QinetiQ support with the Range ATS provider that is of no issue but if you wanted to operate autonomously we would have to look at the safety cases and relevant information but I think it is doable.

Ref the floating airspace that connects to 201. For any new airspace I believe the buffer is within the airspace so in effect we already have a sort of buffer built in between the two parts of airspace.

Keep in mind the DE&S would need to be contacted and need to be a part of this process certainly for utilisation of 201. If using NATS controllers for a service in the new airspace corridor that would be a part of the QinetiQ commercial process and I don't see that the DE&S or MOD have a great deal of say in that, cognisant of the fact there is a partial use of MOD equipment, it is there. There could be times we would not want it being used for maintenance. It would be worth having a conversation with NATS. Currently it is not within their responsibility they would probably argue they are not trained as such and they would want a commercial agreement.

■ highlighted one crucial point and that is the floating airspace. At the Valley meeting this week it seemed like a good idea to bring the low level corridor under Delta back so it is also under Charlie but that makes Charlie floating airspace and immediately gives us a huge problem in requiring a DACS for that floating airspace. I think we probably need to go back to Valley and have another discussion. Having heard what ■ has just said, and ■ earlier, about floating airspace and a DACS being mandatory it would be madness for us to contemplate making Charlie floating airspace.

█ said Valley are looking at it for what works for them but probably not aware of the floating airspace and DACS requirement.

█ said that a service for the floating airspace could be with QinetiQ or possibly with NATS operating remotely.

█ said that as technology progresses there could be other options in the future. Currently it is all about radar but there are other technologies out there and it is changing. From a MOD perspective we will very interested to see what CAA agree because if they did say to Llanbedr you do not need to provide a deconfliction service and radar monitoring then obviously we will be straight back at their door saying ok can you take those restrictions away from us as well please? He was basically saying if SA escaped the restrictions then MOD would want the same.

Some of our equipment that we would want to fly in that airspace we would want to have the service but that is by the by.

█ said he understood Charlie and Delta were for access to D201 so the service would be required anyway.

█ rebuffed this saying there are customers who in order to test range might want to push into Charlie in order to have much longer flights, we would be loath to agree that Charlie was only activated for access to D201. It would be quite a restriction, it does enable people with larger faster platforms to actually have an area they can fly in, still with a decent buffer within the airspace so I would be loath to lose that completely. We may need to go back to CAA have a much more detailed discussion about the floating airspace and how it should be operated.

█ acknowledge this.

█ also said that as discussed earlier in the week our intent with the design was not to cover off 100% of the users requirements of aircraft operating from Llanbedr. We really had only looked for an 80% solution. We do need to re-visit that need and balance that against the requirements that CAA made. We will always want the corridor. Access to 201 is a part of the growth plan for the airfield and certainly its strategic nature as a horizontal spaceport. As part of the post consultation review and prior to submission of the final design we will re-visit the detailed design aspects of that corridor.

█ asked if █ would be able to provide a copy of the booking procedure protocol – agreed.

█ said if Delta is only used as a mechanism for entering D201 that works fine, how Charlie is managed is a separate issue. The crux of our concern is what is the impact on diverted traffic, the funnelling effect. The rest of the airspace is sufficiently away not to be of concern.

█ said it was a matter of some certainty that Delta would only be used to transit to 201 and it was really the design of Charlie we need to give some consideration to.

█ asked about traffic. Movements at Llanbedr were pathetically low, a thousand a year. The NATS picture shows virtually no traffic in Cardigan bay whatever. A lot of the time we will only require up to 2,000ft, is funnelling not a issue at all then, can they go over the top? Could █ give us a better idea of traffic?

█ said we do need to assess what is the impact on GA and military; she imagined a lot would be military but GA trying to get from A to B what are there options? They presumably would prefer to follow the coast but with Llanbedr active cutting the corner across the bay would seem logical. I have no figures but a theoretical what an aircraft might want to do which is basically cross through Charlie. So then the only option is inland with the problem of high ground or through Delta and then aircraft near 201 become an issue. Once you cut off the coastal route where will they go, it's the what if they go through Delta and possibly infringe the range. Also possible conflict with Valley traffic. She said any risk, ever relatively low risk needs considering.

█ said that is very helpful indeed. I would like to think the military flying IFR would not have such an issue. We are trying to take a fresh look at the coastal run.

█ said could it be that the combination of areas you activate actually allow transit in either eventuality.

█ said that we can write that in that was always the idea. That activate A, E & F that B would not be activated. There is a need to go into the mountains he said and gave some examples.

█ acknowledge this and also mentioned how in the Hebrides QinetiQ have agreed to only activate certain combinations of airspace a certain number of times a year and that could be an option. Anything that impacts the area along the coast could have an impact for us in D201.

█ just one tiny point it will be a huge advantage to GA if Llanbedr can survive as an airfield, providing a FIS and hopefully TAFS and METAR in the future. He also commented that there had been a huge number of people coming on board in response to the CAA ADSB initiative and there had only been one GA pilot who objected to the ACP on the grounds that he did not like using his radio.

█ said from the SAC perspective that has been extremely useful meeting and there is a clear path for us particularly looking at combinations of airspace and limited numbers of day per year that is how we would want to run it.

All agreed it had been a very useful meeting.

█ said from the DA Authority perspective, that is DE&S, that if we are going to make any agreements on use they will have to be brought in, they are aware as I am back briefing them as the DAM, but at a later stage.

█ concluded that SA look forward to receiving the formal response and also continuing the discussion as we move forward.

Minutes were circulated to attendees 18th January 2021 for comment. Responses to the meeting notes - six agreed. One person not replied.

Extract from email dated 22 Dec mentioned in minutes:

To that end, I would just like to clarify the position on QinetiQ enabled ATS provision, as I believe it cuts across two separate aspects, each of which require separate consideration in their own right, and thereby a little more explanation over and above statements on financial charges?

In regard to the SAC ACP airspace (abutting up to the existing EGD201 Danger Area complex boundary), I believe it to be your responsibility to describe and emplace safe airspace management service within the airspace being requested under the ACP. That service could be enabled through a number of ways at your discretion, but if requested of QinetiQ, will be subject to TEST approval (as the MOD owners of the GFX equipment we currently utilise to provide the service), and would be subject to separate contract, financial arrangements and specific LOA's etc. However, if not requested of QinetiQ, the only LOA which would still be of benefit in my opinion would be to detail the adjacent airspace operators and the means by which respective operations along adjoining boundaries might be managed (buffers?), communication protocols and actions in the event of emergencies etc.

However, should you require a specific operation to cross the boundary and operate within the EGD201 complex, there would be need for separate agreements, approvals, process and procedure to be enabled under specific contractual arrangements for the nature and duration of that specific activity, for which I would envisage handover procedures for accepting and return of the operation between SAC enabled airspace (and it's ATM provider) and existing MOD Danger Area airspace (currently enabled through QinetiQ and our contracted NATS ATM provider). This would be dependent upon TEST and DAAM approval as the Danger Area Sponsor and Manager, for which a process already exists and can be managed by QinetiQ.

█

█ QinetiQ Aberporth

8. Minutes of meeting with CAA Airspace Regulation, 27/01/21

Note of meeting held between Snowdonia Aerospace and Airspace Regulation, CAA
27th January 2021, via TEAMS

Present for Snowdonia Aerospace LLP (SA):

[REDACTED]

Present for Airspace Regulation (AR), CAA:

[REDACTED]

1. Introduction

1.1 SA had requested a meeting with AR to discuss technical queries resulting from the Llanbedr Danger Area (ACP-2019-58) consultation. The queries were presented to AR as four questions a day prior to the meeting. AR confirmed that a meeting note would be taken.

2. Question 1 - When is a Danger Area Activity Information Service (DAAIS) sufficient and when is a Danger Area Crossing Service (DACS) necessary?

2.1 AR confirmed that there is not a precise number/formula to determine when a DACS or DAAIS is appropriate; it should be considered case-by-case. AR advised that where possible a DACS is generally always preferable because it is a means to enable access to airspace, whereas a DAAIS is an information service to inform users of the state of the airspace. When determining the provision of a DACS or DAAIS, consideration should be given to the context, such as the nature of the airspace and the environment it sits in. AR suggested that SA may receive stakeholder feedback as to which provision is appropriate for their context. SA confirmed that this was their understanding too and the question had been prompted following discussion with a stakeholder concerning the number of days of Danger Area activation per year up to 6000ft. The stakeholder would like a DACS when operations are up to 6000ft. But, the number of days SA would need to activate up to 6000ft does not in their view represent a major burden on RAF Valley, but SA wanted to clarify that with AR. AR said they could not talk specifics about this ACP. AR did note there were examples of where a DACS/DAAIS were transferred between entities, these are however subject to agreements. Everyone is going to want a DACS, but that can't always be achieved, it does not mean that you have to have a DACS but it is very much a question of context.*

**Post meeting Note from CAA: When determining the provision of a DACS or DAAIS, consideration should be given to the context, such as the nature of the airspace and the environment it sits in. In certain situations, a DACS or DAAIS although desirable may not be required conversely in certain situations a DACS may ultimately be a requirement due to the potential impact to other users. It is for the Sponsor to discuss and put forward in their proposals within the ACP considering that context.*

3. Question 2 - When the two Danger Areas are activated simultaneously (i.e. D201 by MOD and Llanbedr DA by SAC), what distance would constitute a safe separation between the two DAs through which other aviation could pass?

3.1 AR advised that like question 1, there is no fixed figure that defines this, and context is paramount. Noted within airspace design there is an existing Buffer Policy, this Policy applies between Special Use airspace (SUA) and other airspace structures, such as CTRs, etc.

- 3.2 There is no fixed separation requirement between Danger Areas. The distance should be determined by context (including where you are, and the nature of the activity being conducted within the Danger Area and outside). If you have a low traffic density a few miles might be sufficient conversely there may be a requirement for a larger gap to avoid funnelling etc., it will be down to the analysis presented. AR confirmed that it would be useful for SA to address the issue in the ACP submission.
4. Question 3 - Does a bridge/tunnel element of a DA with "hanging" airspace require a different level of Flight Information Service or Air Traffic Service to the main body of the DA that extends to/from ground/sea level?
- 4.1 SA explained that some elements of the previous Temporary Danger Area design had been replicated into the current ACP (2019-58). The original design featured a corridor from Llanbedr Airfield to D201 that split into two. The section closest to Llanbedr Airfield was surface to 6000ft. The section closest to D201 was 2000ft-6000ft, with a tunnel underneath that was surface to 2000ft and 4nm miles wide and designed to enable RAF Valley traffic to cross from mid-wales training area to RAF Valley. SA advised that it is RAF Valley's view that this 'tunnel' necessitates a DACS. SA's view is that the traffic is not crossing through the Danger Area, but going underneath or above and therefore a DAAIS would be sufficient.
- 4.2 AR queried the relevance of the FIS element of the question, however stated they would not speak to the specific submission question and summarised the question as 'if you have floating/hanging airspace is a DACS or DAAIS required?' and confirmed that, like the answer to questions 1 and 2, there was no policy that mandated this, and the ACP would be considered on a case-by-case basis. AR reinforced, as was the case for question 1, that the provision of a DACS or DAAIS should be identified from analysis of stakeholder feedback and the context of the operation. AR confirmed that there are many Danger Areas that are not contiguous with the ground and whilst most will have a DACS, it is not a specific policy requirement, though a DACS is preferable where it can be achieved. This can also link to sponsors' airspace management processes.
- 4.3 SA discussed low level traffic at 250ft amsl, 1,500ft below the DA airspace above when active, and the movement of traffic, singleton unmanned aircraft through into D201 and the FISO role in that situation. SA emphasised that in their view, the Llanbedr Airfield Flight Information Service Officer (FISO) will be in a position to provide sufficient information to a pilot as to the whereabouts of an aircraft in the Danger Area and it is the pilot's decision how to proceed. AR again noted they would not speak to specifics of this ACP however stated that a FISO is able to advise on the status of a Danger Area and it is the pilot's judgement as to whether they transit that airspace. A FISO is not able to provide a DACS
- 4.4 SA highlighted that to move an aircraft local to Llanbedr Airfield to D201, the Danger Area corridor would be activated, with the aircraft transit taking only a few minutes. SA explained that ideally they would deactivate the Danger Area corridor after the few minutes of transit and return it to other airspace users, with reactivation on the aircraft's return. However, SA cannot do this, as there might be an issue with the aircraft that necessitates its return sooner than planned. SA's view is that the corridor would normally have to be activated for as long as the aircraft was away from Llanbedr Airfield. Again, AR stated they are not able to speak to a specific submission. In general, a Danger Area is required to be activated in accordance with the Operational Safety Case of an activity which would be dependent upon each use case. In accordance with policy, minimum notification should be NOTAM day minus 1 to give pilots sufficient time to brief themselves and understand the airspace picture. SA agreed and stated they would take a conservative approach, but were mindful that a single aircraft would only use the corridor for minutes and they were keen to enable other airspace users access to cross the corridor in a safe

and appropriate way. AR agreed this was the challenge that SA have, and advised that the ACP should articulate the SA airspace management process.

5. Question 4 - Does CAA consider a bridge/tunnel element of a DA with "hanging" airspace to be a useful compromise that meets the need of multiple airspace users or an unnecessary complication given the limited number of days utilisation per year and the fallback ability to pass over the top at 6000ft+?

5.1 AR did not answer the question and advised that it was for SA to determine and present in the ACP.

6. CAP 1616 Stage 5 Decision

6.1 SA asked for clarity of CAP 1616 Stage 5 Decision and if a change sponsor has the opportunity to subsequently provide a revision to the ACP submission in order to secure approval. AR confirmed that the final ACP submission will be reviewed and assessed in detail by the CAA and whilst the CAA may require additional information or clarification in order to progress the assessments, a full revision is unlikely. Any adjustments to the proposal would be considered on a case-by-case basis and must not impact either the application of the CAP 1616 process or the validity of the consultation. CAP 1616, Appendix G, para G5 provides more guidance on technical queries or clarifications to the proposal. AR confirmed that if the proposal was not approved, any further airspace change proposal should commence at the start of the CAP 1616 process with a new Statement of Need.

7. Post-implementation Review (PIR)

7.1 AR confirmed that the PIR will assess how the airspace change has performed and if the impacts and benefits in the original proposal are as expected. The purpose of the PIR is to validate the assumptions put forward in the proposal and review if the airspace structure works as intended.

8. CAP740

8.1 SA asked if they should take account of CAP740 in their ACP submission. AR advised that CAP740 is aimed at airways interaction (NATS and Military). AR suggested that there are principles within CAP740 that SA may wish to consider, and it may aid their understanding of best practice. AR expects compliance with the Danger Area Policy Statement.

9. Publication of Frequently Asked Questions (FAQ), 04/01/21



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10. Consultation launch email to stakeholders, 07/12/20

From: [REDACTED]
Sent: 07 December 2020 16:43
To: Danger Area - Snowdonia Aerospace <da.acp@snowdoniaaerospace.com>
Subject: Snowdonia Aerospace Llanbedr DA ACP-2019-58

**Attachments: Press Release in Welsh and English.
Public Consultation Questionnaire Appendix A**

Annwyl Randdeiliad,

Fel y gwyddoch, mae Snowdonia Aerospace LLP yn y broses o wneud cais am newid wrth ddynodi'r gofod awyr o amgylch Maes Awyr Llanbedr a diolchwn ichi eto am eich ymgysylltiad hyd yma wrth ein helpu i ddatblygu'r opsiynau dylunio a gynigiwyd hyd yn hyn.

Rydym yn falch o gyhoeddi ein bod bellach ar bwynt lle rydym yn lansio ymgynghoriad cyhoeddus llawn, yn agored i bawb, ac yn gofyn i bobl ystyried unrhyw effaith y gallai'r cynnig ei chael arnynt fel unigolion, fel cymuned gyfan neu ar weithgareddau eu sefydliad. Dyma'ch cyfle i adolygu'r gweithdrefnau arfaethedig a dylanwadu ar y dyluniadau terfynol y bydd Snowdonia Aerospace yn eu cyflwyno i'r Awdurdod Hedfan Sifil. Mae'r ymgynghoriad yn cychwyn heddiw ddydd Llun 7fed Rhagfyr 2020 a bydd yn rhedeg am 7 wythnos cyn cau ar ddydd Gwener 22ain Ionawr 2021.

Mae Snowdonia Aerospace wedi cynhyrchu Dogfen Ymgynghori sy'n esbonio'r newidiadau arfaethedig, gan gynnwys mapiau manwl a dadansoddiad amgylcheddol, ynghyd â chanllawiau tair tudalen "hawdd eu darllen" yn y Gymraeg a Saesneg. Gellir cyrchu'r dogfennau hyn a'r Holiadur Ymgynghori trwy borth ar-lein yr Awdurdod Hedfan Sifil:

<https://airspacechange.caa.co.uk/PublicProposalArea?pid=193>

Rydym yn atodi'r datganiad i'r wasg a'r Canllawiau Hawdd eu Darllen at yr e-bost hwn i roi rhywfaint o wybodaeth ychwanegol i chi ar unwaith, a byddwn yn hapus i ateb unrhyw gwestiynau a allai fod gennych i'ch cynorthwyo i ymateb i'r ymgynghoriad.

Cofion cynnes,

Dear Stakeholder,

As you are aware, Snowdonia Aerospace LLP is in the process of applying for a change in designation of the airspace around Llanbedr Airfield and we thank you again for your engagement to date in helping us to develop the design options proposed to date

We are pleased to announce that we're now at a point where we are launching a full public consultation, open to everyone, and asking people to consider any impact the proposal could have on them as an individual, as a community as a whole or on their organisation's activities. This is your opportunity to review the proposed procedures and influence the final designs that Snowdonia Aerospace will submit to the Civil Aviation Authority. The consultation begins today Monday 7th December 2020 and will run for 7 weeks before closing on Friday 22nd January 2021.

Snowdonia Aerospace has produced a Consultation Document that explains the proposed changes, including detailed maps and environmental analysis, plus a three-page "easy-read" guide in English and Welsh. These documents and the Consultation Questionnaire can be accessed via the Civil Aviation Authority online portal:

<https://airspacechange.caa.co.uk/PublicProposalArea?pid=193>

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We've attached the press release and Easy Read Guides to this email to provide you with some immediate additional information and will be happy to answer any questions you may have to assist you in responding to the consultation.

Kind regards,

11. Consultation reminder email to stakeholders, 21/12/20

REMINDER

Sent to all stakeholders in Welsh and English on 21st December

From: Danger Area - Snowdonia Aerospace <da.acp@snowdoniaaerospace.com>

Sent: 21 December 2020 12:19

To: Danger Area - Snowdonia Aerospace <da.acp@snowdoniaaerospace.com>

Subject: Snowdonia Aerospace Llanbedr DA ACP-2019-58

Annwyl Bawb

Rydym wedi cael dechrau gweithredol a chadarnhaol iawn i'r ymgynghoriad cyhoeddus ar Gynnig Newid Gofod Awyrofod Eryri, ACP-2019-58, ar gyfer Ardal Berygl Llanbedr. Hoffem ddiolch i bawb sydd wedi rhoi mewnbwn hyd yn hyn a gofyn yn gwrtais a allai eraill gymryd ychydig funudau cyn setlo i lawr ar gyfer y Nadolig i gyflwyno'ch barn. Nid yw'r holiadur byr yn cymryd llawer o amser i'w gwblhau a gellir ei gyrchu trwy'r porth ar-lein:

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=193>

Hoffem hefyd achub ar y cyfle i ddymuno Nadolig Llawn i chi oddi wrth yr holl dîm yng Nghanolfan Awyrofod Eryri.

Yn gywir,

■

Dear All

We have had a very active and positive start to the public consultation on the Snowdonia Aerospace Airspace Change Proposal, ACP-2019-58, for the Llanbedr Danger Area. We'd like to thank everyone who has made an input so far and politely ask if others could please take a few minutes before settling down for Christmas to submit your views. The short questionnaire doesn't take long to complete and can be accessed via the online portal:

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=193>

We'd also like to take the opportunity to wish you a Merry Christmas from all the team at the Snowdonia Aerospace Centre.

Your sincerely,

■

12. Consultation reminder email to stakeholders, 05/01/21

REMINDER

Sent to all stakeholders in Welsh and English on 5th January

Annwyl Bawb,

Blwyddyn Newydd Dda i chi. Er mwyn eich atgoffa, rydym isod wedi copio'r ebost anfonwyd atoch cyn y Nadolig. Gobeithio y gwnewch fanteisio ar y cyfle i gyfrannu tuag at yr ymgynghoriad cyhoeddus trwy ddefnyddio'r linc a nodir.

Yn gywir,

David

Dear All,

A Happy New Year to you. We have copied the email reminder sent before Christmas below. Do please take the opportunity when you can to make a contribution to this public consultation by going to the link identified.

Thank you

■

From: Danger Area - Snowdonia Aerospace

Sent: 21 December 2020 12:19

To: Danger Area - Snowdonia Aerospace <da.acp@snowdoniaaerospace.com>

Subject: Snowdonia Aerospace Llanbedr DA ACP-2019-58

Annwyl Bawb

Rydym wedi cael dechrau gweithredol a chadarnhaol iawn i'r ymgynghoriad cyhoeddus ar Gynnig Newid Gofod Awyrofod Eryri, ACP-2019-58, ar gyfer Ardal Berygl Llanbedr. Hoffem ddiolch i bawb sydd wedi rhoi mewnbwn hyd yn hyn a gofyn yn gwrtais a allai eraill gymryd ychydig funudau cyn setlo i lawr ar gyfer y Nadolig i gyflwyno'ch barn. Nid yw'r holiadur byr yn cymryd llawer o amser i'w gwblhau a gellir ei gyrchu trwy'r porth ar-lein:
<https://airspacechange.caa.co.uk/PublicProposalArea?PID=193>

Hoffem hefyd achub ar y cyfle i ddymuno Nadolig Llawen i chi oddi wrth yr holl dîm yng Nghanolfan Awyrofod Eryri.

Yn gywir,

■

Dear All

We have had a very active and positive start to the public consultation on the Snowdonia Aerospace Airspace Change Proposal, ACP-2019-58, for the Llanbedr Danger Area. We'd like to thank everyone who has made an input so far and politely ask if others could please

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take a few minutes before settling down for Christmas to submit your views. The short questionnaire doesn't take long to complete and can be accessed via the online portal: <https://airspacechange.caa.co.uk/PublicProposalArea?pid=193>

We'd also like to take the opportunity to wish you a Merry Christmas from all the team at the Snowdonia Aerospace Centre.

Your sincerely,



13. Consultation reminder email to stakeholders, 11/01/21

REMINDER

Sent to all stakeholders in Welsh and English on 11th January

From: Danger Area - Snowdonia Aerospace

Sent: 11 January 2021 09:19

To: Danger Area - Snowdonia Aerospace <da.acp@snowdoniaaerospace.com>

Subject: Snowdonia Aerospace Llanbedr DA ACP-2019-58

Annwyl Bawb

Gair i'ch atgoffa eto bod yr ymgynghoriad cyhoeddus ar y Bwriad Newid Awyrofod Eryri, ACP 2019-58, ar gyfer Ardal Perygl Llanbedr yn mynd ymlaen hyd Ionawr 22ain - felly mae yna ddigon o amser i gymryd rhan a byddwn yn falch o dderbyn eich sylwadau. Nid yw'r holiadur byr yn cymryd llawer o amser i'w gwblhau a gellir ei gyrraedd trwy ddefnyddio'r linc canlynol:

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=193>

Mae rhai o'r ymatebwyr wedi cael anhawster gyda'r linc uchod ac os byddwch yn cael trafferthion, dyma linc arall:

<https://consultations.airspacechange.co.uk/snowdonia-aerospace-llp/snowdonia-daacp/>

Yn gywir iawn

██████

Dear All

We remind you again that the public consultation on the Snowdonia Aerospace Airspace Change Proposal, ACP-2019-58, for the Llanbedr Danger Area continues until January 22nd so there is still time for participation and we welcome your views. The short questionnaire doesn't take long to complete and can be accessed via the online portal:

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=193>

Some respondents have had difficulty with the latter link. If this does cause you inconvenience an alternative link is:

<https://consultations.airspacechange.co.uk/snowdonia-aerospace-llp/snowdonia-daacp/>

Your sincerely,

██████

14. Consultation reminder email to stakeholders, 18/01/21

REMINDER

Sent to all stakeholders in Welsh and English on 18th January

From: Danger Area - Snowdonia Aerospace

Sent: 18 January 2021 10:43

To: Danger Area - Snowdonia Aerospace <da.acp@snowdoniaaerospace.com>

Subject: FW: Snowdonia Aerospace Llanbedr DA ACP-2019-58

Annwyl Bawb

Dyma wythnos olaf y cyfle i gyfrannu at yr ymgynghoriad cyhoeddus ar gynnig newid gofod awyr Llanbedr. Gweler y nodyn atgoffa isod. Y diwrnod olaf yw 22 Ionawr hanner nos.

Gair i'ch atgoffa eto bod yr ymgynghoriad cyhoeddus ar y Bwriad Newid Awyrofod Eryri, ACP 2019-58, ar gyfer Ardal Perygl Llanbedr yn mynd ymlaen hyd Ionawr 22ain - felly mae yna ddigon o amser i gymryd rhan a byddwn yn falch o dderbyn eich sylwadau. Nid yw'r holiadur byr yn cymryd llawer o amser i'w gwblhau a gellir ei gyrraedd trwy ddefnyddio'r linc canlynol:

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=193>

Mae rhai o'r ymatebwyr wedi cael anhawster gyda'r linc uchod ac os byddwch yn cael trafferthion, dyma linc arall:

<https://consultations.airspacechange.co.uk/snowdonia-aerospace-llp/snowdonia-daacp/>

Yn gywir iawn

██████

Dear All

This is the last week of opportunity to contribute to the public consultation on the Llanbedr airspace change proposal. Please see the reminder below. The last day is 22nd January midnight.

We remind you again that the public consultation on the Snowdonia Aerospace Airspace Change Proposal, ACP-2019-58, for the Llanbedr Danger Area continues until January 22nd so there is still time for participation and we welcome your views. The short questionnaire doesn't take long to complete and can be accessed via the online portal:

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=193>

Some respondents have had difficulty with the latter link. If this does cause you inconvenience an alternative link is:

<https://consultations.airspacechange.co.uk/snowdonia-aerospace-llp/snowdonia-daacp/>

Your sincerely,

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