



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

Annex 5 - Response Classification

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1A2-X	Other	Yes	No	No	No	Support	Option 2	DA should be shaped to ensure that GA aircraft are able to fly to the east of the zone without having to climb	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1AY-5	North Wales	No	No	No	No	Object	N/A	None of this will ever happen, complete waste of tax payers money. We've seen nothing of what's been done there to date. Only auto tests, totally irrelevant.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1A4-Z	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AZ-6	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AP-V	Local	No	No	No	No	Support	Option 1	My support for this proposal is dependant on the CAA insisting that access to the proposed restricted flying area is given on the condition that the emergency services delivered by the Wales Air Ambulance and HM Coastguard Search and Rescue helicopters take priority over the commercial operation of drones and other aircraft being used in the proposed restricted flying area.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1AH-M	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1A3-Y	Other	No	Yes	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AN-T	Local	No	No	No	No	Support	Option 1	I would like the proposal to allow, or even encourage, low flying military training and circuit training outside of drone operating times	C	Military training is outwith the scope of the ACP-2019-58 proposal
ANON-C1XX-V1A1-W	Local	No	No	No	No	Support	Option 1	I live within sight of the airfield and enjoy watching aircraft movements, particularly military aircraft. This airfield has a long and interesting history, playing an important role in training pilots during WW2 and the Cold War. The history should be preserved and flying activities encouraged as much as possible. The 1.5-mile runway is a rare and valuable resource that should be used. Global pressures are forcing major changes in aviation and there is an opportunity for Llanbedr to play an important role in the forefront of developing new technologies. I commend the team's efforts to involve the local community in assessing new roles for the site and hope such cooperation continues in the future.	C	No modification suggested
ANON-C1XX-V1AF-J	Local	No	No	Yes	No	Support	Option 2	Keep low flying to a minimum over Llanbedr village, especially in events such as Parafest. The persistent circling of paragliders and small air vehicles for many hours in a day is unacceptable over the populated area, especially in the north eastern sector of the village. The occasional use of the eastern flight path for landing light aircraft is acceptable as it is an established practice.	B	The paragliders referenced in the comments are not associated with SAC and we can assure local residents that we do not - and will not - schedule any novel aerospace activities to overfly their properties
ANON-C1XX-V1AC-F	Other	No	No	No	Yes	Support	Option 2	The proposal is well thought out, both options look perfect for the activities at Llanbedr	C	No modification suggested
ANON-C1XX-V1PW-J	Other	Yes	No	Yes	No	Neutral	N/A	Activation to be as far as possible in advance, and never less than 24 hours. Area to be de-activated as soon as possible whenever not in use. Activation to be limited wherever possible to Monday-Friday	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1PA-V	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1PD-Y	Other	Yes	No	No	No	Support	Option 2	Weekday activation only. NOTAM activation as far in advance as possible, but never less than 24 hours. Contact details for SAC, in order to check DA status, to be published in NOTAM.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday

ANON-C1XX-V1PH-3	Other	Yes	No	No	No	Support	Option 1	My concern is that the airfield does not become less accessible to General Aviation. Out of hours indemnity especially in the Summer months is important. A means of gaining access via a security gate from landside would be necessary especially for those returning by train from the local station. A specific operational issue is that a local procedure is developed to enable aircraft to make a safe approach to runway 23.	B	The specifics of GA operations are outwith the scope of the ACP-2019-58 proposal, but SAC can confirm that GA remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1PJ-5	Local	No	No	No	No	Support	Option 2	I support the changes at Llanbedr Airfield, it is an asset which needs to be fulfilled to its potential, to help create jobs and boost the local economy. With the changes, if granted, I would stress the importance to retain and support GA at Llanbedr	B	The specifics of GA operations are outwith the scope of the ACP-2019-58 proposal, but SAC can confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1PB-W	Local	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1P8-K	Other	No	No	Yes	No	Support	Option 2	I support both options but your buttons do not allow me to indicate this!	C	No modification suggested
ANON-C1XX-V1PT-F	Other	No	No	No	Yes	Support	Option 2	Provision of a Danger Area Activity Information Service (DAAIS) or Danger Area Crossing Service (DACS) is considered essential - only a Flight Information Service (FIS) is proposed. The proposal assumes that generally operation will be non-military. As a defence contractor we would not wish to see this as a constraint on the Danger Area.	B	SAC can confirm that a Danger Area Activity Information Service (DAAIS) will be provided. ACP-2019-58 has been predicated on the increased need for novel aerospace system testing in the UK, the majority of which is civil aerospace, but this is not a hard constraint
ANON-C1XX-V1P1-C	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YW-U	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YK-F	North Wales	No	No	No	No	Support	Option 2	Option 2 provides a lot of scope for flexibility.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1YD-8	North Wales	No	No	No	No	Support	Option 2	Option 2 looks more practical with more choices.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1YX-V	North Wales	No	No	Yes	No	Support	Option 1	Happy with the proposal, I do think that the development has to be sensitive to the area and the natural landscape there are so many opportunities for the economy from this development.	C	SAC can confirm that the site will be developed in accordance with a Masterplan, subject to Planning Approval, and cognisant of the environmental sensitivities of the surrounding area.
ANON-C1XX-V1Y7-U	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YR-P	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YN-J	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YE-9	Other	No	No	No	No	Support	Option 1	Option 1 is a more elegant, simple design in comparison to Option 2 which does seem to add seemingly unnecessary (unusable?) sub-divisions of airspace.	C	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1YT-R	Other	No	No	No	Yes	Support	Option 2	Both options are good from a user perspective as someone who wishes to do UAS development flights, so no further alterations required to improve it.	C	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1N4-D	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1ND-W	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NG-Z	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NV-F	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NQ-A	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NR-B	North Wales	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested

ANON-C1XX-V1N3-C	Local	No	No	No	No	Support	Option 2	I support this change at Llanbedr Airfield as I hope they will be able to use the airfield to be fulfilled to its potential, and, hopefully in the future as part of the masterplan this change will create more local jobs and be of some benefit to the local economy.	C	SAC can confirm that the site will be developed in accordance with a Masterplan, subject to Planning Approval, and cognisant of the environmental sensitivities of the surrounding area.
ANON-C1XX-V1NN-7	Local	No	No	No	No	Object	N/A	Developing drones for military purposes is an evil our world can do without. Use the place for peaceful purposes and create jobs for local people.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1NM-6	Other	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NT-D	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NF-Y	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UW-Q	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UZ-T	Local	Yes	No	No	No	Support	Option 2	I do occasionally fly light aircraft along the coast between Caernarfon airfield and Barmouth. While I support the proposal as I think it would be good for employment in the local area, as well as aviation development in general, the danger area would preclude the sort of flight I've previously done when activated. I wonder if there is any prospect of it being activated only for parts of the days concerned, to allow maximum use of the area by both Llanbedr traffic and other airspace users?	A	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1UP-G	Other	No	Yes	No	No	Support	Option 1	Confirmation that access to DA will be granted for Alpha call sign aircraft - namely but not restricted to Helimed 57, 59, 61 and 67 - and Rescue 936/937 call signs.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1UK-B	Other	Yes	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UA-1	North Wales	No	Yes	No	Yes	Support	Option 2	No impact on SAR Operations. A sound proposal.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1U4-M	Other	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UD-4	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UG-7	Other	No	Yes	No	No	Support	Option 2	The ACP to have a DA activated by NOTAM will give increased capability to the airfield and enhance flight safety. However, our concern as another business on the airfield, is that it will be used as a blanket default, and close the airspace to other legitimate users for a period much in excess of that actually required. Activation and deactivation therefore should give due consideration to other operators and an easy and effective communication process put in place for this to happen.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1UH-8	Other	No	Yes	No	No	Support	Option 2	The ACP to have a DA activated by NOTAM will give increased capability to the airfield and enhance flight safety. However, our concern as another business on the airfield, is that it will be used as a blanket default, and close the airspace to other legitimate users for a period much in excess of that actually required. Activation and deactivation therefore should give due consideration to other operators and an easy and effective communication process put in place for this to happen.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1U7-Q	North Wales	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UR-J	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested

ANON-C1XX-V1U3-K	North Wales	No	No	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UJ-A	Other	No	No	No	Yes	Support	Option 1	Option 1 offers the greatest operational flexibility to afford SAC / Spaceport Snowdonia the potential to become the UK's leading test and launch facility for the advancement of Space and aerospace technology, a vital asset for Wales and the UK as a whole. Spaceflight Academy Ltd has not identified a need for further improvements.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1U8-R	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UN-E	North Wales	No	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UC-3	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X2-N	Other	Yes	No	No	No	Object	N/A	See Annex 4	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation. SAC also confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1XY-V	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X6-S	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XW-T	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X4-Q	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XP-K	Other	Yes	No	No	No	Support	Option 2	There should be an area to the east of the airfield and to the west of the Rhinog mountain range which enables GA flights north south along the coast to take place below 2000'. VFR flights down the coast in low cloud could not take place under the proposed restrictions.	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1XS-P	North Wales	Yes	No	No	No	Support	Option 2	The frequency of drone activity should be limited to the number estimated by Llanbedr Aerospace to 6 times per year for each of the inland areas E and F. When drone activities are planned for areas E & F, in addition to NOTAMs, communication with SSS shall be conducted at least 24 hours in advance to either notify of such or by mutual agreement move these activities so that SSS members can fly in these areas when suitable weather conditions exist (by email, text or telephone). A Letter of Agreement to this affect with SSS should be established. Where drone activity in areas E & F are to be operated, the time periods within the day shall be included in the relevant NOTAM and a method of communication be established to determine if paragliding activity can take place outside of these time periods by SSS members contacting the Aerodrome control centre. It is noted that drones will potentially have ADS-B OUT/ transmitting capability. It is recommended that these drones should also have ADS-B IN/receive capability such that operators have the 'see and avoid' capability for improved safety.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

ANON-C1XX-V1XK-E	Other	Yes	No	No	No	Neutral	N/A	No but option 2 has the flexibility to allow access over the sea to the southwest leaving the area to the east available to gliders in a clear way which pilots can see on moving map tools. It is presumed that gliding operations would take place at times when Snowdonia Aerospace had notified all or part of the DA as inactive.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design SAC also confirm that other aviation activities at the airfield will require the DA to be inactive.
ANON-C1XX-V1X9-V	Other	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XC-U	Other	No	No	Yes	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XR-N	Other	No	No	No	Yes	Support	Option 2	The ability to temporarily close the area D1 as well would give us full operational ability to carry out our satellite return options, however we appreciate that this may not be possible due to the RAF traffic	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application
ANON-C1XX-V1X1-M	North Wales	No	No	No	No	Object	N/A	Nid oes gennyf ffydd na fydd yna ddim defnydd milwrol o'r maes awyr. I have no faith that there will be no military use of the airport.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1XF-9	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XC-6	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WY-U	Other	Yes	No	No	No	Support	Option 1	As a recreational pilot my initial instinct was to oppose what at first consideration is a limitation of free airspace. However, if this is what is necessary to keep Llanbedr viable it has my support, provided of course the proposal doesn't become the first step in the exclusion of GA aircraft. It is undoubted that UAVs and GA will have to co-exist in the future and Llanbedr could be where the co-operative elements of this are established.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1W6-R	North Wales	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WZ-V	North Wales	No	No	No	No	Support	Option 1	Please get this and any other developments secured for the future of our youngsters. Rural communities are fading away, jobs from this site will give some of our youngsters a chance to stay home and secure the future of our community. It's right am proper that we (locals) should be able to use the natural recourses we have to secure a future for our children. Good luck	C	No modification suggested
ANON-C1XX-V1WS-N	Other	No	Yes	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1W5-Q	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XN-H	Other	No	No	No	Yes	Support	Option 1	The 6000ft ceiling in Areas C and D is said to be intended to assist glide profiles in returning to the runway; Area D is referenced as allowing a glider to lose 1000ft per nm, however if a glider did this in area D it would crash less than halfway through area C. To cross the ~14nm distance to the runway would require a glide slope of only 4 degrees, which only the highest performance optimised gliders can currently achieve (or else requires a powered descent). Smaller glider systems designed primarily for other uses (such as space testing, where there are trade-offs between speed, performance and glide performance in the final descent), would likely be above 10 degrees - the space shuttle had a glide profile of 20-22 degrees! A temporary higher altitude segment above area D and parts of area C would be necessary for recovering a space testing vehicle from D201 under glide conditions.	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application Note - the dimensions of Area D is intended to provide a crossing route for other aviation outside of the DA whilst balancing the need for any aircraft within the DA suffering an emergency (e.g. loss of power) to be able to recover to Area C without inadvertently entering Class G airspace. It is recognised that this may result in the aircraft ditching short of Llanbedr Airfield. Specific emergency response procedures will be subject to further CAA review as part of the Operating Safety Case for individual aircraft.
ANON-C1XX-V1WG-9	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested

ANON-C1XX-V1W9-U	Other	No	No	Yes	Yes	Support	Option 1	It is very important that the UK creates a number of locations from which to test novel and environmentally friendly air vehicles in order to help accelerate the sustainability of aviation and to position the UK strongly within this. I have no immediate suggested changes but in the fullness of time there will be a need to show operation in town environments which could present a case for extending to taken in 1 or 2 local towns.	C	No modification suggested
ANON-C1XX-V1WV-R	Other	No	No	No	Yes	Support	Option 2	I support this well thought out proposal which will support employment at Llanbedr airfield for many years to come.	C	No modification suggested
ANON-C1XX-V1WH-A	North Wales	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WQ-K	North Wales	Yes	No	No	No	Object	N/A	It will stop my freedom of passage in an area that I use for my recreational aviation purposes as such it's a eradication of my personal freedom - le it's yet another hoop to jump through	C	No modification suggested
ANON-C1XX-V1WB-4	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WT-P	North Wales	Yes	Yes	No	No	Neutral	N/A	Within the airspace there must always be a coastal route north south for GA. The design needs to be simplified on the east side of the aerodrome to create more space for GA.	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1W2-M	Local	No	No	No	No	Neutral	N/A	Restricted hours of flying need to be enforceable also the overflying of properties must be banned other than in exceptional circumstances which must be agreed in advance with the local community affected. A local liaison committee needs to be established with powers to control activity if necessary. Local employment must be a priority for work undertaken at the airfield.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable. . We can also assure local residents that we do not - and will not - schedule any novel aerospace activities to overfly their properties Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1W1-K	North Wales	No	Yes	Yes	No	Object	N/A	See Annex 4	A	SAC can confirm that a Danger Area Activity Information Service (DAAIS) will be provided. SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation and seek to modify the sub-divisions to the west of the airfield to provide easier transit for Military Aviation. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable. Appropriate ATM processes will be agreed with adjacent airspace operators and documented via Letters of Agreement (LOA)
ANON-C1XX-V1WC-5	Other	Yes	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested

ANON-C1XX-V1WF-8	North Wales	No	No	No	No	Object	N/A	1) First your document is not clear regarding the use of Drones for Military use, which I strongly oppose. 2). The document is not clear about the practice of using Drones, it should specify. 3) The document again does not state, only a figure of 500 jobs, what type of work? Where are they going to live? How many will be local? 4) There is little about the Policy regarding the Welsh Language. That should be a priority. 5) Whatever you say the noise level is going to increase from the level of zero. 6) The Bay is and always has been a commercial free bay, which helps to attract many Sailing Championship 7) This development will certainly harm the peacefulness of this area, which helps to attract the tourist industry,	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1C2-Z	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CY-7	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CW-5	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CZ-8	Local	Yes	Yes	No	No	Support	Option 2	I would suggest lowering the upper altitude level of the danger area say to 3000 to 4000 amsl so that it allows easier transit for passing GA traffic. I would suggest not flying from surface to 2000 over Harlech to avoid issues with residents and potential safety issues.	B	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1CP-X	Other	No	No	Yes	No	Neutral	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XV-	North Wales	No	No	No	No	Object	N/A	See Annex 4	C	We met with the Snowdonia Society on one of the consultation open days at the airfield and again via video meeting shortly after (notes attached at Annex 1). Both times we addressed all of their concerns and emphasised the multi-layer approach that we will adopt to minimise any impact: (1) a very small number of days when the DA will be activated over land, (2) sorties to be kept as short as possible on those days, (3) operating height to be assessed to minimise residual noise above daytime rural ambient, and (4) avoiding all together any site that is identified as being sensitive. We feel this is a sensible and sufficient mitigation.
ANON-C1XX-V1CK-S	Other	No	No	No	Yes	Support	Option 1	The current proposals support the need that B2Space will have to operate in Snowdonia. As alterations to improve it, a suggestion to increase 10nm to the east (inland) only Area B (if option 1 is approved) or Area E (if option 2 is selected).	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application
ANON-C1XX-V1CA-F	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CS-1	North Wales	Yes	No	No	No	Neutral	Option 2	See Annex 4	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1WP-J	Local	No	No	Yes	No	No Comment	N/A	See Annex 4	B	Concerns noted and we believe all are easily mitigated. SAC will continue work to with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

ANON-C1XX-V1C5-3	Other	No	Yes	No	No	Neutral	N/A	Neutral position provided to both Option 1 and Option 2. QinetiQ are SME support to MOD in the enablement of the Aberporth Range capability under our Long Term Partnering Agreement. Thereby, this organisational response is predicated on the position of adjacent airspace operators in the role of enablers of the MOD Range capability, that the extent of the ACP areas proposed end at the boundary of the existing Range Danger Area, and that best ATM practice would be emplaced between adjacent ATM operators. This response is not predicated on management of operations between the proposed ACP areas and the existing Danger Areas which would be subject to further commercial agreements, specific conditions, and MOD approval	B	The issues raised have been addressed as part of the broader discussion with MOD to which QinetiQ was also a party.
ANON-C1XX-V1CG-N	Other	No	No	No	Yes	Support	Option 2	Recognition of the need for increased capability in Wales and the UK to support continued development of unmanned technology, and the ability to create a shared environment to support the market sector in the UK, whilst maintaining opportunity for existing needs, for the benefit of all concerned.	C	No modification suggested
ANON-C1XX-V1CD-J	North Wales	No	No	Yes	No	Support	Option 2	See Annex 4	C	No modification suggested
ANON-C1XX-V1XH-B	Local	No	No	Yes	No	Neutral	N/A	Would like to explain that the Community Council are impartial to option 1 and 2 but are unable to point this out on the on line form. Thus the Community Council are NEUTRAL on Option 1 and Neutral on Option 2. We would SUPPORT the proposal if it can be proven that *Noise and emissions are kept to the minimum. *Secure good employment and apprenticeship at Llanbedr for local people *No flying during week ends. *Working day from 9.00 am to 5.00pm *Not associated with enabling military activity	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CH-P	North Wales	No	No	No	No	Neutral	N/A	Nid wyf am weld unrhyw ddefnydd militaraidd o'r safle. Petai'r RAF yn adfer eu cais i ddefnyddio Llanbedr a chynyddu'r hedfan byddwn yn gwrthwynebu'n chwym ond rwyf o blaid hybu defnydd o'r safle i hybu diwydiannau bach a chynaliadwy. rwyf yn gwrthwynebu unrhyw ddefnydd gan gwmnïau arfau/militaraidd - ond yn bleidiol i gwmnïau sy'n hybu datblygiadau sifil er lles I do not want to see any military use of the site. If the RAF were to reinstate their bid to use Llanbedr and increase flights I would strongly oppose it but I support the use of the site to promote small and sustainable industries. I oppose any use of arms / military companies - but in favor of companies promoting civilian development for good	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CX-6	Other	No	Yes	Yes	No	No Comment	Option 2	There is no impact to NATS NERL. This response is on behalf of NATS NERL and does not reflect the views of adjacent Units where NATS may be the ANSP.	C	No modification suggested

ANON-C1XX-V1C7-5	Local	No	No	No	No	Support	Option 2	the proposal seems very fair and sympathetic to the area. My house is within area A. I think the proposal to open up the airfield to more commercial use is a very good idea - without a doubt much better that using it as an open detention centre as proposed a few years ago! Unfortunately, I find the people who object to any developement have moved here since the closure of full time use. Objecting to noise, etc. we never had any problem when it was fully operational. People such as the Snowdonia Society, a member of which was present when I went to the 10 December presentation and was rather a pain in asking many unnecessary questions and slowing down the presentation which I feel was excellent and answered many questions I had regarding the future. As to noise, I understand the general level will be below that of the Tuscan coming in from RAF Valley quite often. Operations will not be every day of the week, when operational there was Monday to Friday, every week activity. Again no complaints by villagers. Even the V bombers posed no problem. I think by now, you will realise I have no objections to the Option 2 proposal and get very aggravated by people not seeing beyond their nose only thinking drones would be for warfare. As pointed out at presentation, that would not be the case and there are so many advantages to drones (as long as they don't come regularly over my house!), delivering medical equipment, crop spraying, forest fire fighting and so many more, must be put out to the general public in a very strong and forceful way. In closing, I will say I'm not in favour of a spaceport. Thank you for your time. I'm willing to answer any questions you may have at any time.	C	No modification suggested
ANON-C1XX-V1CV-4	Local	No	No	No	No	Object	N/A	See Annex 4	C	Inaccurate/uninformed comment. The stakeholder did not respond to an open offer from SAC to discuss the issues before submitting a response. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1C3-1	North Wales	No	No	Yes	No	Support	Option 1	The Snowdonia Enterprise Zone Board does not have a strong preference for one option more than the other. (Q 9 does not allow this option) but strongly supports the proposals made. Llanbedr Airfield lies in the Snowdonia Enterprise Zone. The Board 's work is focussed on efforts to accelerate economic growth in the local area to the benefit of the area. The SEZ Board believes there is opportunity for more aviation-related economic activity at the airfield. This will be accelerated by infrastructure improvements such as airspace designation change to allow permanent access to the Cardigan Bay area. A permanent danger area would also improve air safety. The area is popular with private light aircraft, and General Aviation is more likely to maintain awareness of permanent restricted airspace than continued temporary notifications	C	No modification suggested

ANON-C1XX-V1CJ-R	Other	No	No	No	No	Object	N/A	As a regular visitor to Penrhyndeudraeth, I am extremely concerned about the impact that both of these options will have on the tranquillity of the area, particularly the Rhinog mountains. There are fewer and fewer places left where it is possible to find peace and tranquillity and those areas that remain should be protected and enhanced, rather than threatened with intrusive activities. Even if the aircraft being tested here are very quiet, they could still be highly intrusive in an area where noise levels generally are extremely low and flights will also be visually intrusive. They are also most likely to take place at the times of year (Spring/Summer/Autumn) when the Rhinogs are most valuable for both recreational visitors and breeding birds. The proposals are particularly inappropriate as this area is within the Snowdonia National Park where additional planning protections apply and particular care should be taken to avoid harm to the conservation and public enjoyment of the area. I strongly object to both options but if either were to be implemented, strict limitations should be placed on the number of days per year that flights can take place.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable
ANON-C1XX-V1C8-6	North Wales	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CE-K	North Wales	No	No	Yes	No	Support	N/A	The North Wales Economic Ambition Board (NWEAB) does not have a specific preference regarding the options proposed other than to note the requirement to maximise the economic potential of the Airfield for the benefit of the region whilst minimising any potential disruption to the locality and the surrounding area from the Airfield's operation. The airfield is a highly valuable asset for the region and provides an R&D facility of national importance. The implementation of a permanent Danger Area is understood to further enhance the value of the site and its potential to generate economic benefits for North Wales, consistent with the NWEAB's Growth Vision and the spending objectives associated with the North Wales Growth Deal. Supporting high value sectors and addressing long-term barriers to growth is at the heart of the North Wales Growth Deal, with innovation in high value manufacturing being a programme within the Growth Deal Portfolio. The airfield at Llanbedr has established itself as an enabler in aerospace research, supporting the development of technologies with a clear sustainable future such as drone technology and low carbon aviation. Attracting inward investment to south Gwynedd and the wider region is an objective of the Growth Deal and adding value to our existing assets will contribute to this effort alongside the development of new assets. NWEAB's Digital Programme is considering options for investment at Llanbedr airfield in digital connectivity to further enhance and generate commercial opportunities in and around the site. The positive impact of this potential public investment may therefore be increased if a permanent Danger Area is established. The North Wales Economic Ambition	C	No modification suggested

ANON-C1XX-V1CM-U	North Wales	No	No	No	No	Neutral	N/A	I have taken a neutral position on the air space change consultation because although I can envisage the positive uses that this change will facilitate, I am concerned that projects that involve surveillance can be used for military purposes. If I understand at any point that the extended airspace enables drones to be developed for use eventually in the theatre of war, where targets can be identified remotely and for equipment to be developed and then sold to British or foreign armed forces, then I will make my opposition known strongly to such activity. I welcome the dialogue that Snowdonia Aerospace has offered to local communities like my own. I very much hope that this will continue over the coming years. I urge Snowdonia Aerospace to diversify its activities in response to the need for industries that can respond to climate change. I welcome research into electrically powered light aircraft and encourage the airfield to be carbon neutral with the generation of its own solar energy.	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CU-3	Other	No	No	No	No	Object	N/A	We currently own a boat and moor at Shell Island. I understand in theory the danger area covers air space only, but having read into other danger areas around the world, lateral buffer zones can be set up, upto 10nm. This would stop all travel along the coast area. Please can you guarantee that a lateral buffer zone would never have to be applied?	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
ANON-C1XX-V1C1-Y	Other	No	No	No	No	Object	N/A	A danger area can involve a lateral buffer zone being set up at anytime when required of up to 10nm. This means sailing along the coast of shell towards Barmouth and surrounding area could be stopped. At the moment there are approximately 60 boats moored at Shell Island with an average mooring cost of £800 per annum. This permanent danger area will push boat owners to take their vessel somewhere else. This is a loss to the local economy along with the loss of local hospitality sales throughout the year.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
ANON-C1XX-V1CC-H	Other	No	No	No	No	Object	N/A	The area affected is a well established beauty spot and holiday destination. this proposal threatens the sustainability of both and in consequence the tourist economy of the surrounding towns and villages.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1CT-2	Local	No	No	No	No	Object	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CF-M	North Wales	No	No	No	No	Object	N/A	This proposal would mean the closure of many businesses in the area including Shell Island- a place that means the world to me and thousands of other people! The area and coastline is there to be enjoyed by all and one business seems to be doing everything in its path to ruin the livelihoods of the locals and prevent the public from enjoying it! Quite honestly it's selfish and immoral! The area depends on tourism and this proposal will kill it off, killing the surrounding villages and towns just to profit one business! It's been started in the past that the said business would bring jobs to the surrounding areas but it's obvious that these jobs would not equal the jobs/businesses lost . Snowdonia aerospace are not welcome!	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.

ANON-C1XX-V1S2-G	Local	No	No	No	No	Object	N/A	At no time, in the public documents published, does it state that the seaward side danger areas would not be able to have boats fishing in it. When asked at Llanbedr drop in day, xxxxxx said boats will not be allowed and that a "NOTAM to BOATS", his exact words would be issued. This is a person that is the Airfield manager!!!! this information has not been made public, nor have any local caught clubs received any information to them, that use this area constantly. SA have not published the "Economic Impact Assessment" showing that commercial fishermen, that have fished in these "proposed" Danger areas for generations, will be affected, and no where has it been published publicly, that these fishermen would be compensated. The danger area at Aberporth is adequate for these UAV's to use, and is fully operational, be it a pain to the commercial fishermen, and is run by the MOD. This new 'Proposed "danger area would be run by a civilian company, dictating to other Welsh Citizens what they can and cannot do in an area that SA do not own or have direct line of sight on. Around the UK, their is 1000's of miles square that operate, but also impede the local fishermen, their does not need to be another one here! If UAV companies need to use an area in Wales to test their projects, Aberporth is already set up for it.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
ANON-C1XX-V1SY-Q	Local	No	No	Yes	No	Support	Option 1	House prices could be affected either with an increase or decrease, and there is a question as to whether house insurance premiums could be affected. Development of the site could be great for the local area and we hope that the effect will be positive.	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1S6-M	Other	No	No	No	No	Object	N/A	Totally object. The detrimental impact on the local and wider community & businesses has not been given enough consideration.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SW-N	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1S4-J	North Wales	No	No	No	No	Object	N/A	You are stopping a well known camping and villages that rely on tourists to grow and prosper.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SZ-R	North Wales	No	No	No	No	Object	N/A	We would lose so much countryside and tourism from it! Build the airspace on brown belt land or not at all!	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SP-E	North Wales	No	No	No	No	Object	N/A	It will be detrimental to the local area, businesses and local Welsh people. It will have a direct impact on tourism and livelihood will suffer. This is an area of outstanding beauty and will be distorted by air traffic and who knows what else?	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SA-Y	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SD-2	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SG-5	Other	No	No	No	No	Object	N/A	Tourism in the area would be severly affected. Not the place for this. Move all "dangerous" operations to a more secluded area of which there are several in the country	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SX-P	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SQ-F	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested

ANON-C1XX-V1SH-6	Local	No	No	No	No	Object	N/A	Fundamentally this area generates most of its income from tourism and a great proportion of the population rely on this income which is seasonal and at best national living wage. To even contemplate such a radical proposal, in my mind, would be extremely irresponsible especially with the uncertainty over us all. Poverty due to Covid last summer has affected a huge amount of people in this locality and generally the people who would receive recompense are already the fortunate few. For this reason and many others I oppose the idea completely	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1S3-H	Other	No	Yes	Yes	No	Support	Option 1	The use of danger areas is common place around the UK and GATCO see the benefits to flight safety with your proposal. Both designs seem suitable to our limited knowledge of the airspace.	C	No modification suggested
ANON-C1XX-V1SJ-B	Local	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SR-G	Local	No	No	No	No	Object	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1SN-C	Other	No	No	No	No	Object	N/A	It can restrict the use of the beautiful coast line	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SE-3	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SM-B	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1ST-J	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1S1-F	Local	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V132-G	Local	No	No	No	No	Neutral	N/A	As a business owner who only operates out at sea carrying passengers in 'the new danger area' on the map I wouldn't feel happy. There is already a restricted due to Aberporth, That also limits my business out at sea on certain days. Surely one restricted area is enough in Cardigan Bay. Surely with the tourism in Wales with boaters we do not need any more restrictive or danger areas in the bay.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1A4-Z	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AZ-6	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AP-V	Local	No	No	No	No	Support	Option 1	My support for this proposal is dependant on the CAA insisting that access to the proposed restricted flying area is given on the condition that the emergency services delivered by the Wales Air Ambulance and HM Coastguard Search and Rescue helicopters take priority over the commercial operation of drones and other aircraft being used in the proposed restricted flying area.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1AH-M	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AN-T	Local	No	No	No	No	Support	Option 1	I would like the proposal to allow, or even encourage, low flying military training and circuit training outside of drone operating times	C	Military training is outwith the scope of the ACP-2019-58 proposal
ANON-C1XX-V1A1-W	Local	No	No	No	No	Support	Option 1	I live within sight of the airfield and enjoy watching aircraft movements, particularly military aircraft. This airfield has a long and interesting history, playing an important role in training pilots during WW2 and the Cold War. The history should be preserved and flying activities encouraged as much as possible. The 1.5-mile runway is a rare and valuable resource that should be used. Global pressures are forcing major changes in aviation and there is an opportunity for Llanbedr to play an important role in the forefront of developing new technologies. I commend the team's efforts to involve the local community in assessing new roles for the site and hope such cooperation continues in the future.	C	No modification suggested
ANON-C1XX-V1AF-J	Local	No	No	Yes	No	Support	Option 2	Keep low flying to a minimum over Llanbedr village, especially in events such as Parafest. The persistent circling of paragliders and small air vehicles for many hours in a day is unacceptable over the populated area, especially in the north eastern sector of the village. The occasional use of the eastern flight path for landing light aircraft is acceptable as it is an established practice.	B	The paragliders referenced in the comments are not associated with SAC and we can assure local residents that we do not - and will not - schedule any novel aerospace activities to overfly their properties
ANON-C1XX-V1PJ-5	Local	No	No	No	No	Support	Option 2	I support the changes at Llanbedr Airfield, it is an asset which needs to be fulfilled to its potential, to help create jobs and boost the local economy. With the changes, if granted, I would stress the importance to retain and support GA at Llanbedr	B	The specifics of GA operations are outwith the scope of the ACP-2019-58 proposal, but SAC can confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1PB-W	Local	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1ND-W	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NV-F	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1N3-C	Local	No	No	No	No	Support	Option 2	I support this change at Llanbedr Airfield as I hope they will be enable the use of the airfield to be fulfilled to its potential, and, hopefully in the future as part of the masterplan this change will create more local jobs and be of some benefit to the local economy.	C	SAC can confirm that the site will be developed in accordance with a Masterplan, subject to Planning Approval, and cognisant of the environmental sensitivities of the surrounding area.
ANON-C1XX-V1NN-7	Local	No	No	No	No	Object	N/A	Developing drones for military purposes is an evil our world can do without. Use the place for peaceful purposes and create jobs for local people.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1NT-D	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UZ-T	Local	Yes	No	No	No	Support	Option 2	I do occasionally fly light aircraft along the coast between Caernarfon airfield and Barmouth. While I support the proposal as I think it would be good for employment in the local area, as well as aviation development in general, the danger area would preclude the sort of flight I've previously done when activated. I wonder if there is any prospect of it being activated only for parts of the days concerned, to all maximum use of the area by both Llanbedr traffic and other airspace users?	A	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1UR-J	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1W5-Q	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested

ANON-C1XX-V1W2-M	Local	No	No	No	No	Neutral	N/A	Restricted hours of flying need to be enforceable also the overflying of properties must be banned other than in exceptional circumstances which must be agreed in advance with the local community affected. A local liaison committee needs to be established with powers to control activity if necessary. Local employment must be a priority for work undertaken at the airfield.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable. . We can also assure local residents that we do not - and will not - schedule any novel aerospace activities to overfly their properties Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1CZ-8	Local	Yes	Yes	No	No	Support	Option 2	I would suggest lowering the upper altitude level of the danger area say to 3000 to 4000 amsl so that it allows easier transit for passing GA traffic. I would suggest not flying from surface to 2000 over Harlech to avoid issues with residents and potential safety issues.	B	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1WP-J	Local	No	No	Yes	No	No Comment	N/A	See Annex 4	B	Concerns noted and we believe all are easily mitigated. SAC will continue work to with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1XH-B	Local	No	No	Yes	No	Neutral	N/A	Would like to explain that the Community Council are impartial to option 1 and 2 but are unable to point this out on the on line form. Thus the Community Council are NEUTRAL on Option 1 and Neutral on Option 2. We would SUPPORT the proposal if it can be proven that *Noise and emissions are kept to the minimum. *Secure good employment and apprenticeship at Llanbedr for local people *No flying during week ends. *Working day from 9.00 am to 5.00pm *Not associated with enabling military activity	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1C7-5	Local	No	No	No	No	Support	Option 2	the proposal seems very fair and sympathetic to the area. My house is within area A. I think the proposal to open up the airfield to more commercial use is a very good idea - without a doubt much better that using it as an open detention centre as proposed a few years ago! Unfortunately, I find the people who object to any development have moved here since the closure of full time use. Objecting to noise, etc. we never had any problem when it was fully operational. People such as the Snowdonia Society, a member of which was present when I went to the 10 December presentation and was rather a pain in asking many unnecessary questions and slowing down the presentation which I feel was excellent and answered many questions I had regarding the future. As to noise, I understand the general level will be below that of the Tuscan coming in from RAF Valley quite often. Operations will not be every day of the week, when operational there was Monday to Friday, every week activity. Again no complaints by villagers. Even the V bombers posed no problem. I think by now, you will realise I have no objections to the Option 2 proposal and get very aggravated by people not seeing beyond their nose only thinking drones would be for warfare. As pointed out at presentation, that would not be the case and there are so many advantages to drones (as long as they don't come regularly over my house!), delivering medical equipment, crop spraying, forest fire fighting and so many more, must be put out to the general public in a very strong and forceful way. In closing, I will say I'm not in favour of a spaceport. Thank you for your time. I'm willing to answer any questions you may have at any time.	C	No modification suggested
ANON-C1XX-V1CV-4	Local	No	No	No	No	Object	N/A	See Annex 4	C	Inaccurate/uninformed comment. The stakeholder did not respond to an open offer from SAC to discuss the issues before submitting a response. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

ANON-C1XX-V1CT-2	Local	No	No	No	No	Object	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1S2-G	Local	No	No	No	No	Object	N/A	At no time, in the public documents published, does it state that the seaward side danger areas would not be able to have boats fishing in it. When asked at Llanbedr drop in day, xxxxxx said boats will not be allowed and that a "NOTAM to BOATS", his exact words would be issued. This is a person that is the Airfield manager!!!! this information has not been made public, nor have any local caught clubs received any information to them, that use this area constantly. SA have not published the "Economic Impact Assessment" showing that commercial fishermen, that have fished in these "proposed" Danger areas for generations, will be affected, and no where has it been published publicly, that these fishermen would be compensated. The danger area at Aberporth is adequate for these UAV's to use, and is fully operational, be it a pain to the commercial fishermen, and is run by the MOD. This new 'Proposed "danger area would be run by a civilian company, dictating to other Welsh Citizens what they can and cannot do in an area that SA do not own or have direct line of sight on. Around the UK, there is 1000's of miles square that operate, but also impede the local fishermen, they does not need to be another one here! If UAV companies need to use an area in Wales to test their projects, Aberporth is already set up for it.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
ANON-C1XX-V1SY-Q	Local	No	No	Yes	No	Support	Option 1	House prices could be affected either with an increase or decrease, and there is a question as to whether house insurance premiums could be affected. Development of the site could be great for the local area and we hope that the effect will be positive.	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1SH-6	Local	No	No	No	No	Object	N/A	Fundamentally this area generates most of its income from tourism and a great proportion of the population rely on this income which is seasonal and at best national living wage. To even contemplate such a radical proposal, in my mind, would be extremely irresponsible especially with the uncertainty over us all. Poverty due to Covid last summer has affected a huge amount of people in this locality and generally the people who would receive recompense are already the fortunate few. For this reason and many others I oppose the idea completely	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SJ-8	Local	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SR-G	Local	No	No	No	No	Object	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1S1-F	Local	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V132-G	Local	No	No	No	No	Neutral	N/A	As a business owner who only operates out at sea carrying passengers in 'the new danger area 'on the map I wouldn't feel happy. There is already a restricted due to Aberporth, That also limits my business out at sea on certain days. Surely one restricted area is enough in Cardigan Bay. Surly with the tourism in Wales with boaters we do not need any more restrictive or danger areas in the bay.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
Email 002	Local	No	No	No	No	No Comment	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1AY-5	North Wales	No	No	No	No	Object	N/A	None of this will ever happen, complete waste of tax payers money. We've seen nothing of what's been done there to date. Only auto tests, totally irrelevant.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1YK-F	North Wales	No	No	No	No	Support	Option 2	Option 2 provides a lot of scope for flexibility.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1YD-8	North Wales	No	No	No	No	Support	Option 2	Option 2 looks more practical with more choices.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1YX-V	North Wales	No	No	Yes	No	Support	Option 1	Happy with the proposal, I do think that the development has to be sensitive to the area and the natural landscape there are so many opportunities for the economy from this development.	C	SAC can confirm that the site will be developed in accordance with a Masterplan, subject to Planning Approval, and cognisant of the environmental sensitivities of the surrounding area.
ANON-C1XX-V1NR-B	North Wales	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UA-1	North Wales	No	Yes	No	Yes	Support	Option 2	No impact on SAR Operations. A sound proposal.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1U7-Q	North Wales	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1U3-K	North Wales	No	No	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UN-E	North Wales	No	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XS-P	North Wales	Yes	No	No	No	Support	Option 2	The frequency of drone activity should be limited to the number estimated by Llanbedr Aerospace to 6 times per year for each of the inland areas E and F. When drone activities are planned for areas E & F, in addition to NOTAMs, communication with SSS shall be conducted at least 24 hours in advance to either notify of such or by mutual agreement move these activities so that SSS members can fly in these areas when suitable weather conditions exist (by email, text or telephone). A Letter of Agreement to this affect with SSS should be established. Where drone activity in areas E & F are to be operated, the time periods within the day shall be included in the relevant NOTAM and a method of communication be established to determine if paragliding activity can take place outside of these time periods by SSS members contacting the Aerodrome control centre. It is noted that drones will potentially have ADS-B OUT/ transmitting capability. It is recommended that these drones should also have ADS-B IN/receive capability such that operators have the 'see and avoid' capability for improved safety.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1X1-M	North Wales	No	No	No	No	Object	N/A	Nid oes gennyff fydd na fydd yna ddim defnydd milwrol o'r maes awyr. I have no faith that there will be no military use of the airport.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1W6-R	North Wales	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WZ-V	North Wales	No	No	No	No	Support	Option 1	Please get this and any other developments secured for the future of our youngsters. Rural communities are fading away, jobs from this site will give some of our youngsters a chance to stay home and secure the future of our community. It's right am proper that we (locals) should be able to use the natural recourses we have to secure a future for our children. Good luck	C	No modification suggested
ANON-C1XX-V1WH-A	North Wales	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WQ-K	North Wales	Yes	No	No	No	Object	N/A	It will stop my freedom of passage in an area that I use for my recreational aviation purposes as such it's a eradication of my personal freedom - le it's yet another hoop to jump through	C	No modification suggested

ANON-C1XX-V1WT-P	North Wales	Yes	Yes	No	No	Neutral	N/A	Within the airspace there must always be a coastal route north south for GA. The design needs to be simplified on the east side of the aerodrome to create more space for GA.	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1W1-K	North Wales	No	Yes	Yes	No	Object	N/A	See Annex 4	A	SAC can confirm that a Danger Area Activity Information Service (DAAIS) will be provided. SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation and seek to modify the sub-divisions to the west of the airfield to provide easier transit for Military Aviation. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable. Appropriate ATM processes will be agreed with adjacent airspace operators and documented via Letters of Agreement (LOA)
ANON-C1XX-V1WF-8	North Wales	No	No	No	No	Object	N/A	1) First your document is not clear regarding the use of Drones for Military use, which I strongly oppose. 2). The document is not clear about the practice of using Drones, it should specify. 3) The document again does not state, only a figure of 500 jobs, what type of work? Where are they going to live? How many will be local? 4) There is little about the Policy regarding the Welsh Language. That should be a priority. 5) Whatever you say the noise level is going to increase from the level of zero. 6) The Bay is and always has been a commercial free bay, which helps to attract many Sailing Championship 7) This development will certainly harm the peacefulness of this area, which helps to attract the tourist industry,	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1C2-Z	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XV-	North Wales	No	No	No	No	Object	N/A	See Annex 4	C	We met with the Snowdonia Society on one of the consultation open days at the airfield and again via video meeting shortly after (notes attached at Annex 1). Both times we addressed all of their concerns and emphasised the multi-layer approach that we will adopt to minimise any impact: (1) a very small number of days when the DA will be activated over land, (2) sorties to be kept as short as possible on those days, (3) operating height to be assessed to minimise residual noise above daytime rural ambient, and (4) avoiding all together any site that is identified as being sensitive. We feel this is a sensible and sufficient mitigation.
ANON-C1XX-V1CS-1	North Wales	Yes	No	No	No	Neutral	Option 2	See Annex 4	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1CD-J	North Wales	No	No	Yes	No	Support	Option 2	See Annex 4	C	No modification suggested
ANON-C1XX-V1CH-P	North Wales	No	No	No	No	Neutral	N/A	Nid wyf am weld unrhyw ddefnydd militaraidd o'r safle. Petai'r RAF yn adfer eu cais i ddefnyddio Llanbedr a chynyddu'r hedfan byddwn yn gwrthwynebu'n chwym ond rwyf o blaid hybu defnydd o'r safle i hybu diwydiannau bach a chynaliadwy. rwyf yn gwrthwynebu unrhyw ddefnydd gan gwmnïau arfau/militaraidd - ond yn bleidiol i gwmnïau sy'n hybu datblygiadau sifil er lles I do not want to see any military use of the site. If the RAF were to reinstate their bid to use Llanbedr and increase flights I would strongly oppose it but I support the use of the site to promote small and sustainable industries. I oppose any use of arms / military companies - but in favor of companies promoting civilian development for good	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

ANON-C1XX-V1C3-1	North Wales	No	No	Yes	No	Support	Option 1	The Snowdonia Enterprise Zone Board does not have a strong preference for one option more than the other. (Q 9 does not allow this option) but strongly supports the proposals made. Llanbedr Airfield lies in the Snowdonia Enterprise Zone. The Board 's work is focussed on efforts to accelerate economic growth in the local area to the benefit of the area. The SEZ Board believes there is opportunity for more aviation-related economic activity at the airfield. This will be accelerated by infrastructure improvements such as airspace designation change to allow permanent access to the Cardigan Bay area. A permanent danger area would also improve air safety. The area is popular with private light aircraft, and General Aviation is more likely to maintain awareness of permanent restricted airspace than continued temporary notifications	C	No modification suggested
ANON-C1XX-V1C8-6	North Wales	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CE-K	North Wales	No	No	Yes	No	Support	N/A	The North Wales Economic Ambition Board (NWEAB) does not have a specific preference regarding the options proposed other than to note the requirement to maximise the economic potential of the Airfield for the benefit of the region whilst minimising any potential disruption to the locality and the surrounding area from the Airfield's operation. The airfield is a highly valuable asset for the region and provides an R&D facility of national importance. The implementation of a permanent Danger Area is understood to further enhance the value of the site and its potential to generate economic benefits for North Wales, consistent with the NWEAB's Growth Vision and the spending objectives associated with the North Wales Growth Deal. Supporting high value sectors and addressing long-term barriers to growth is at the heart of the North Wales Growth Deal, with innovation in high value manufacturing being a programme within the Growth Deal Portfolio. The airfield at Llanbedr has established itself as an enabler in aerospace research, supporting the development of technologies with a clear sustainable future such as drone technology and low carbon aviation. Attracting inward investment to south Gwynedd and the wider region is an objective of the Growth Deal and adding value to our existing assets will contribute to this effort alongside the development of new assets. NWEAB's Digital Programme is considering options for investment at Llanbedr airfield in digital connectivity to further enhance and generate commercial opportunities in and around the site. The positive impact of this potential public investment may therefore be increased if a permanent Danger Area is established. The North Wales Economic Ambition	C	No modification suggested
ANON-C1XX-V1CM-U	North Wales	No	No	No	No	Neutral	N/A	I have taken a neutral position on the air space change consultation because although I can envisage the positive uses that this change will facilitate, I am concerned that projects that involve surveillance can be used for military purposes. If I understand at any point that the extended airspace enables drones to be developed for use eventually in the theatre of war, where targets can be identified remotely and for equipment to be developed and then sold to British or foreign armed forces, then I will make my opposition known strongly to such activity. I welcome the dialogue that Snowdonia Aerospace has offered to local communities like my own. I very much hope that this will continue over the coming years. I urge Snowdonia Aerospace to diversify its activities in response to the need for industries that can respond to climate change. I welcome research into electrically powered light aircraft and encourage the airfield to be carbon neutral with the generation of its own solar energy.	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

ANON-C1XX-V1CF-M	North Wales	No	No	No	No	Object	N/A	This proposal would mean the closure of many businesses in the area including Shell Island- a place that means the world to me and thousands of other people! The area and coastline is there to be enjoyed by all and one business seems to be doing everything in its path to ruin the livelihoods of the locals and prevent the public from enjoying it! Quite honestly it's selfish and immoral! The area depends on tourism and this proposal will kill it off, killing the surrounding villages and towns just to profit one business! It's been started in the past that the said business would bring jobs to the surrounding areas but it's obvious that these jobs would not equal the jobs/businesses lost . Snowdonia aerospace are not welcome!	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1S4-J	North Wales	No	No	No	No	Object	N/A	You are stopping a well known camping and villages that rely on tourists to grow and prosper.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SZ-R	North Wales	No	No	No	No	Object	N/A	We would lose so much countryside and tourism from it! Build the airspace on brown belt land or not at all!	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SP-E	North Wales	No	No	No	No	Object	N/A	It will be detrimental to the local area, businesses and local Welsh people. It will have a direct impact on tourism and livelihood will suffer. This is an area of outstanding beauty and will be distorted by air traffic and who knows what else?	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SA-Y	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SX-P	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SQ-F	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
Postal 001	North Wales	No	No	No	No	Neutral	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1A2-X	Other	Yes	No	No	No	Support	Option 2	DA should be shaped to ensure that GA aircraft are able to fly to the east of the zone without having to climb	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1PW-J	Other	Yes	No	Yes	No	Neutral	N/A	Activation to be as far as possible in advance, and never less than 24 hours. Area to be de-activated as soon as possible whenever not in use. Activation to be limited wherever possible to Monday-Friday	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1PD-Y	Other	Yes	No	No	No	Support	Option 2	Weekday activation only. NOTAM activation as far in advance as possible, but never less than 24 hours. Contact details for SAC, in order to check DA status, to be published in NOTAM.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1PH-3	Other	Yes	No	No	No	Support	Option 1	My concern is that the airfield does not become less accessible to General Aviation. Out of hours indemnity especially in the Summer months is important. A means of gaining access via a security gate from landside would be necessary especially for those returning by train from the local station. A specific operational issue is that a local procedure is developed to enable aircraft to make a safe approach to runway 23.	B	The specifics of GA operations are outwith the scope of the ACP-2019-58 proposal, but SAC can confirm that GA remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1PB-W	Local	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NQ-A	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NM-6	Other	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NF-Y	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UW-Q	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UZ-T	Local	Yes	No	No	No	Support	Option 2	I do occasionally fly light aircraft along the coast between Caernarfon airfield and Barmouth. While I support the proposal as I think it would be good for employment in the local area, as well as aviation development in general, the danger area would preclude the sort of flight I've previously done when activated. I wonder if there is any prospect of it being activated only for parts of the days concerned, to all maximum use of the area by both Llanbedr traffic and other airspace users?	A	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1UK-B	Other	Yes	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1U4-M	Other	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1U7-Q	North Wales	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X2-N	Other	Yes	No	No	No	Object	N/A	See Annex 4	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation. SAC also confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1XP-K	Other	Yes	No	No	No	Support	Option 2	There should be an area to the east of the airfield and to the west of the Rhinog mountain range which enables GA flights north south along the coast to take place below 2000'. VFR flights down the coast in low cloud could not take place under the proposed restrictions.	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.

ANON-C1XX-V1XS-P	North Wales	Yes	No	No	No	Support	Option 2	The frequency of drone activity should be limited to the number estimated by Llanbedr Aerospace to 6 times per year for each of the inland areas E and F. When drone activities are planned for areas E & F, in addition to NOTAMs, communication with SSS shall be conducted at least 24 hours in advance to either notify of such or by mutual agreement move these activities so that SSS members can fly in these areas when suitable weather conditions exist (by email, text or telephone). A Letter of Agreement to this affect with SSS should be established. Where drone activity in areas E & F are to be operated, the time periods within the day shall be included in the relevant NOTAM and a method of communication be established to determine if paragliding activity can take place outside of these time periods by SSS members contacting the Aerodrome control centre. It is noted that drones will potentially have ADS-B OUT/ transmitting capability. It is recommended that these drones should also have ADS-B IN/receive capability such that operators have the 'see and avoid' capability for improved safety.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1XK-E	Other	Yes	No	No	No	Neutral	N/A	No but option 2 has the flexibility to allow access over the sea to the southwest leaving the area to the east available to gliders in a clear way which pilots can see on moving map tools. It is presumed that gliding operations would take place at times when Snowdonia Aerospace had notified all or part of the DA as inactive.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design SAC also confirm that other aviation activities at the airfield will require the DA to be inactive.
ANON-C1XX-V1WY-U	Other	Yes	No	No	No	Support	Option 1	As a recreational pilot my initial instinct was to oppose what at first consideration is a limitation of free airspace. However, if this is what is necessary to keep Llanbedr viable it has my support, provided of course the proposal doesn't become the first step in the exclusion of GA aircraft. It is undoubted that UAVs and GA will have to co-exist in the future and Llanbedr could be where the co-operative elements of this are established.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1WQ-K	North Wales	Yes	No	No	No	Object	N/A	It will stop my freedom of passage in an area that I use for my recreational aviation purposes as such it's a eradication of my personal freedom - le it's yet another hoop to jump through	C	No modification suggested
ANON-C1XX-V1WT-P	North Wales	Yes	Yes	No	No	Neutral	N/A	Within the airspace there must always be a coastal route north south for GA. The design needs to be simplified on the east side of the aerodrome to create more space for GA.	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1WC-5	Other	Yes	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CZ-8	Local	Yes	Yes	No	No	Support	Option 2	I would suggest lowering the upper altitude level of the danger area say to 3000 to 4000 amsl so that it allows easier transit for passing GA traffic. I would suggest not flying from surface to 2000 over Harlech to avoid issues with residents and potential safety issues.	B	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1CS-1	North Wales	Yes	No	No	No	Neutral	Option 2	See Annex 4	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1A3-Y	Other	No	Yes	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UP-G	Other	No	Yes	No	No	Support	Option 1	Confirmation that access to DA will be granted for Alpha callsign aircraft - namely but not restricted to Helimed 57, 59, 61 and 67 - and Rescue 936/937 callsigns.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1UA-1	North Wales	No	Yes	No	Yes	Support	Option 2	No impact on SAR Operations. A sound proposal.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1UG-Z	Other	No	Yes	No	No	Support	Option 2	The ACP to have a DA activated by NOTAM will give increased capability to the airfield and enhance flight safety. However, our concern as another business on the airfield, is that it will be used as a blanket default, and close the airspace to other legitimate users for a period much in excess of that actually required. Activation and deactivation therefore should give due consideration to other operators and an easy and effective communication process put in place for this to happen.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1UH-8	Other	No	Yes	No	No	Support	Option 2	The ACP to have a DA activated by NOTAM will give increased capability to the airfield and enhance flight safety. However, our concern as another business on the airfield, is that it will be used as a blanket default, and close the airspace to other legitimate users for a period much in excess of that actually required. Activation and deactivation therefore should give due consideration to other operators and an easy and effective communication process put in place for this to happen.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1WS-N	Other	No	Yes	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WT-P	North Wales	Yes	Yes	No	No	Neutral	N/A	Within the airspace there must always be a coastal route north south for GA. The design needs to be simplified on the east side of the aerodrome to create more space for GA.	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1W1-K	North Wales	No	Yes	Yes	No	Object	N/A	See Annex 4	A	SAC can confirm that a Danger Area Activity Information Service (DAAIS) will be provided. SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation and seek to modify the sub-divisions to the west of the airfield to provide easier transit for Military Aviation. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable. Appropriate ATM processes will be agreed with adjacent airspace operators and documented via Letters of Agreement (LOA)
ANON-C1XX-V1CZ-8	Local	Yes	Yes	No	No	Support	Option 2	I would suggest lowering the upper altitude level of the danger area say to 3000 to 4000 amsl so that it allows easier transit for passing GA traffic. I would suggest not flying from surface to 2000 over Harlech to avoid issues with residents and potential safety issues.	B	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.

ANON-C1XX-V1C5-3	Other	No	Yes	No	No	Neutral	N/A	Neutral position provided to both Option 1 and Option 2. QinetiQ are SME support to MOD in the enablement of the Aberporth Range capability under our Long Term Partnering Agreement. Thereby, this organisational response is predicated on the position of adjacent airspace operators in the role of enablers of the MOD Range capability, that the extent of the ACP areas proposed end at the boundary of the existing Range Danger Area, and that best ATM practice would be emplaced between adjacent ATM operators. This response is not predicated on management of operations between the proposed ACP areas and the existing Danger Areas which would be subject to further commercial agreements, specific conditions, and MOD approval	B	The issues raised have been addressed as part of the broader discussion with MOD to which QinetiQ was also a party.
ANON-C1XX-V1CX-6	Other	No	Yes	Yes	No	No Comment	Option 2	There is no impact to NATS NERL. This response is on behalf of NATS NERL and does not reflect the views of adjacent Units where NATS may be the ANSP.	C	No modification suggested
ANON-C1XX-V1S3-H	Other	No	Yes	Yes	No	Support	Option 1	The use of danger areas is common place around the UK and GATCO see the benefits to flight safety with your proposal. Both designs seem suitable to our limited knowledge of the airspace.	C	No modification suggested
Email 001	Other	No	Yes	No	No	Object	N/A	See Annex 4	C	Mostly uninformed / inaccurate comment with no supporting evidence provided. The D201 ATM issues raised have been addressed as part of the broader discussion with MOD to which QinetiQ was also a party.

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1AF-J	Local	No	No	Yes	No	Support	Option 2	Keep low flying to a minimum over Llanbedr village, especially in events such as Parafest. The persistent circling of paragliders and small air vehicles for many hours in a day is unacceptable over the populated area, especially in the north eastern sector of the village. The occasional use of the eastern flight path for landing light aircraft is acceptable as it is an established practice.	B	The paragliders referenced in the comments are not associated with SAC and we can assure local residents that we do not - and will not - schedule any novel aerospace activities to overfly their properties
ANON-C1XX-V1PW-J	Other	Yes	No	Yes	No	Neutral	N/A	Activation to be as far as possible in advance, and never less than 24 hours. Area to be de-activated as soon as possible whenever not in use. Activation to be limited wherever possible to Monday-Friday	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1P8-K	Other	No	No	Yes	No	Support	Option 2	I support both options but your buttons do not allow me to indicate this!	C	No modification suggested
ANON-C1XX-V1YX-V	North Wales	No	No	Yes	No	Support	Option 1	Happy with the proposal, I do think that the development has to be sensitive to the area and the natural landscape there are so many opportunities for the economy from this development.	C	SAC can confirm that the site will be developed in accordance with a Masterplan, subject to Planning Approval, and cognisant of the environmental sensitivities of the surrounding area.
ANON-C1XX-V1NG-Z	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1U3-K	North Wales	No	No	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X9-V	Other	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XX-U	Other	No	No	Yes	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1W6-R	North Wales	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WS-N	Other	No	Yes	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1W9-U	Other	No	No	Yes	Yes	Support	Option 1	It is very important that the UK creates a number of locations from which to test novel and environmentally friendly air vehicles in order to help accelerate the sustainability of aviation and to position the UK strongly within this. I have no immediate suggested changes but in the fullness of time there will be a need to show operation in town environments which could present a case for extending to taken in 1 or 2 local towns.	C	No modification suggested
ANON-C1XX-V1W1-K	North Wales	No	Yes	Yes	No	Object	N/A	See Annex 4	A	SAC can confirm that a Danger Area Activity Information Service (DAAIS) will be provided. SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation and seek to modify the sub-divisions to the west of the airfield to provide easier transit for Military Aviation. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable. Appropriate ATM processes will be agreed with adjacent airspace operators and documented via Letters of Agreement (LOA)
ANON-C1XX-V1CW-5	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CP-X	Other	No	No	Yes	No	Neutral	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WP-J	Local	No	No	Yes	No	No Comment	N/A	See Annex 4	B	Concerns noted and we believe all are easily mitigated. SAC will continue work to with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CD-J	North Wales	No	No	Yes	No	Support	Option 2	See Annex 4	C	No modification suggested

ANON-C1XX-V1XH-B	Local	No	No	Yes	No	Neutral	N/A	Would like to explain that the Community Council are impartial to option 1 and 2 but are unable to point this out on the on line form. Thus the Community Council are NEUTRAL on Option 1 and Neutral on Option 2. We would SUPPORT the proposal if it can be proven that *Noise and emissions are kept to the minimum. *Secure good employment and apprenticeship at Llanbedr for local people *No flying during week ends. *Working day from 9.00 am to 5.00pm *Not associated with enabling military activity	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CX-6	Other	No	Yes	Yes	No	No Comment	Option 2	There is no impact to NATS NERL. This response is on behalf of NATS NERL and does not reflect the views of adjacent Units where NATS may be the ANSP.	C	No modification suggested
ANON-C1XX-V1C3-1	North Wales	No	No	Yes	No	Support	Option 1	The Snowdonia Enterprise Zone Board does not have a strong preference for one option more than the other. (Q 9 does not allow this option) but strongly supports the proposals made. Llanbedr Airfield lies in the Snowdonia Enterprise Zone. The Board 's work is focussed on efforts to accelerate economic growth in the local area to the benefit of the area. The SEZ Board believes there is opportunity for more aviation-related economic activity at the airfield. This will be accelerated by infrastructure improvements such as airspace designation change to allow permanent access to the Cardigan Bay area. A permanent danger area would also improve air safety. The area is popular with private light aircraft, and General Aviation is more likely to maintain awareness of permanent restricted airspace than continued temporary notifications	C	No modification suggested
ANON-C1XX-V1CE-K	North Wales	No	No	Yes	No	Support	N/A	The North Wales Economic Ambition Board (NWEAB) does not have a specific preference regarding the options proposed other than to note the requirement to maximise the economic potential of the Airfield for the benefit of the region whilst minimising any potential disruption to the locality and the surrounding area from the Airfield's operation. The airfield is a highly valuable asset for the region and provides an R&D facility of national importance. The implementation of a permanent Danger Area is understood to further enhance the value of the site and its potential to generate economic benefits for North Wales, consistent with the NWEAB's Growth Vision and the spending objectives associated with the North Wales Growth Deal. Supporting high value sectors and addressing long-term barriers to growth is at the heart of the North Wales Growth Deal, with innovation in high value manufacturing being a programme within the Growth Deal Portfolio. The airfield at Llanbedr has established itself as an enabler in aerospace research, supporting the development of technologies with a clear sustainable future such as drone technology and low carbon aviation. Attracting inward investment to south Gwynedd and the wider region is an objective of the Growth Deal and adding value to our existing assets will contribute to this effort alongside the development of new assets. NWEAB's Digital Programme is considering options for investment at Llanbedr airfield in digital connectivity to further enhance and generate commercial opportunities in and around the site. The positive impact of this potential public investment may therefore be increased if a permanent Danger Area is established. The North Wales Economic Ambition	C	No modification suggested
ANON-C1XX-V1SY-Q	Local	No	No	Yes	No	Support	Option 1	House prices could be affected either with an increase or decrease, and there is a question as to whether house insurance premiums could be affected. Development of the site could be great for the local area and we hope that the effect will be positive.	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1S3-H	Other	No	Yes	Yes	No	Support	Option 1	The use of danger areas is common place around the UK and GATCO see the benefits to flight safety with your proposal. Both designs seem suitable to our limited knowledge of the airspace.	C	No modification suggested

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1AC-F	Other	No	No	No	Yes	Support	Option 2	The proposal is well thought out, both options look perfect for the activities at Llanbedr	C	No modification suggested
ANON-C1XX-V1PA-V	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1PT-F	Other	No	No	No	Yes	Support	Option 2	Provision of a Danger Area Activity Information Service (DAAIS) or Danger Area Crossing Service (DACS) is considered essential - only a Flight Information Service (FIS) is proposed. The proposal assumes that generally operation will be non-military. As a defence contractor we would not wish to see this as a constraint on the Danger Area.	B	SAC can confirm that a Danger Area Activity Information Service (DAAIS) will be provided. ACP-2019-58 has been predicated on the increased need for novel aerospace system testing in the UK, the majority of which is civil aerospace, but this is not a hard constraint
ANON-C1XX-V1P1-C	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YW-U	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1Y7-U	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YR-P	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YT-R	Other	No	No	No	Yes	Support	Option 2	Both options are good from a user perspective as someone who wishes to do UAS development flights, so no further alterations required to improve it.	C	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1N4-D	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NG-Z	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UA-1	North Wales	No	Yes	No	Yes	Support	Option 2	No impact on SAR Operations. A sound proposal.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1UD-4	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UJ-A	Other	No	No	No	Yes	Support	Option 1	Option 1 offers the greatest operational flexibility to afford SAC / Spaceport Snowdonia the potential to become the UK's leading test and launch facility for the advancement of Space and aerospace technology, a vital asset for Wales and the UK as a whole. Spaceflight Academy Ltd has not identified a need for further improvements.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1U8-R	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XY-V	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X6-S	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XW-T	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X4-Q	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XX-U	Other	No	No	Yes	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XR-N	Other	No	No	No	Yes	Support	Option 2	The ability to temporarily close the area D1 as well would give us full operational ability to carry out our satellite return options, however we appreciate that this may not be possible due to the RAF traffic	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application
ANON-C1XX-V1XN-H	Other	No	No	No	Yes	Support	Option 1	The 6000ft ceiling in Areas C and D is said to be intended to assist glide profiles in returning to the runway; Area D is referenced as allowing a glider to lose 1000ft per nm, however if a glider did this in area D it would crash less than halfway through area C. To cross the ~14nm distance to the runway would require a glide slope of only 4 degrees, which only the highest performance optimised gliders can currently achieve (or else requires a powered descent). Smaller glider systems designed primarily for other uses (such as space testing, where there are trade-offs between speed, performance and glide performance in the final descent), would likely be above 10 degrees - the space shuttle had a glide profile of 20-22 degrees! A temporary higher altitude segment above area D and parts of area C would be necessary for recovering a space testing vehicle from D201 under glide conditions.	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application Note - the dimensions of Area D is intended to provide a crossing route for other aviation outside of the DA whilst balancing the need for any aircraft within the DA suffering an emergency (e.g. loss of power) to be able to recover to Area C without inadvertently entering Class G airspace. It is recognised that this may result in the aircraft ditching short of Llanbedr Airfield. Specific emergency response procedures will be subject to further CAA review as part of the Operating Safety Case for individual aircraft.
ANON-C1XX-V1WG-9	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested

ANON-C1XX-V1W9-U	Other	No	No	Yes	Yes	Support	Option 1	It is very important that the UK creates a number of locations from which to test novel and environmentally friendly air vehicles in order to help accelerate the sustainability of aviation and to position the UK strongly within this. I have no immediate suggested changes but in the fullness of time there will be a need to show operation in town environments which could present a case for extending to taken in 1 or 2 local towns.	C	No modification suggested
ANON-C1XX-V1WV-R	Other	No	No	No	Yes	Support	Option 2	I support this well thought out proposal which will support employment at Llanbedr airfield for many years to come.	C	No modification suggested
ANON-C1XX-V1WB-4	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CY-7	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CW-5	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CK-S	Other	No	No	No	Yes	Support	Option 1	The current proposals support the need that B2Space will have to operate in Snowdonia. As alterations to improve it, a suggestion to increase 10nm to the east (inland) only Area B (if option 1 is approved) or Area E (if option 2 is selected).	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application
ANON-C1XX-V1CA-F	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CG-N	Other	No	No	No	Yes	Support	Option 2	Recognition of the need for increased capability in Wales and the UK to support continued development of unmanned technology, and the ability to create a shared environment to support the market sector in the UK, whilst maintaining opportunity for existing needs, for the benefit of all concerned.	C	No modification suggested

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1A2-X	Other	Yes	No	No	No	Support	Option 2	DA should be shaped to ensure that GA aircraft are able to fly to the east of the zone without having to climb	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1A4-Z	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AZ-6	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AP-V	Local	No	No	No	No	Support	Option 1	My support for this proposal is dependant on the CAA insisting that access to the proposed restricted flying area is given on the condition that the emergency services delivered by the Wales Air Ambulance and HM Coastguard Search and Rescue helicopters take priority over the commercial operation of drones and other aircraft being used in the proposed restricted flying area.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1AH-M	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AN-T	Local	No	No	No	No	Support	Option 1	I would like the proposal to allow, or even encourage, low flying military training and circuit training outside of drone operating times	C	Military training is outwith the scope of the ACP-2019-58 proposal
ANON-C1XX-V1A1-W	Local	No	No	No	No	Support	Option 1	I live within sight of the airfield and enjoy watching aircraft movements, particularly military aircraft. This airfield has a long and interesting history, playing an important role in training pilots during WW2 and the Cold War. The history should be preserved and flying activities encouraged as much as possible. The 1.5-mile runway is a rare and valuable resource that should be used. Global pressures are forcing major changes in aviation and there is an opportunity for Llanbedr to play an important role in the forefront of developing new technologies. I commend the team's efforts to involve the local community in assessing new roles for the site and hope such cooperation continues in the future.	C	No modification suggested
ANON-C1XX-V1AF-J	Local	No	No	Yes	No	Support	Option 2	Keep low flying to a minimum over Llanbedr village, especially in events such as Parafest. The persistent circling of paragliders and small air vehicles for many hours in a day is unacceptable over the populated area, especially in the north eastern sector of the village. The occasional use of the eastern flight path for landing light aircraft is acceptable as it is an established practice.	B	The paragliders referenced in the comments are not associated with SAC and we can assure local residents that we do not - and will not - schedule any novel aerospace activities to overfly their properties
ANON-C1XX-V1AC-F	Other	No	No	No	Yes	Support	Option 2	The proposal is well thought out, both options look perfect for the activities at Llanbedr	C	No modification suggested
ANON-C1XX-V1PA-V	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1PD-Y	Other	Yes	No	No	No	Support	Option 2	Weekday activation only. NOTAM activation as far in advance as possible, but never less than 24 hours. Contact details for SAC, in order to check DA status, to be published in NOTAM.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1PH-3	Other	Yes	No	No	No	Support	Option 1	My concern is that the airfield does not become less accessible to General Aviation. Out of hours indemnity especially in the Summer months is important. A means of gaining access via a security gate from landside would be necessary especially for those returning by train from the local station. A specific operational issue is that a local procedure is developed to enable aircraft to make a safe approach to runway 23.	B	The specifics of GA operations are outwith the scope of the ACP-2019-58 proposal, but SAC can confirm that GA remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1PJ-5	Local	No	No	No	No	Support	Option 2	I support the changes at Llanbedr Airfield, it is an asset which needs to be fulfilled to its potential, to help create jobs and boost the local economy. With the changes, if granted, I would stress the importance to retain and support GA at Llanbedr	B	The specifics of GA operations are outwith the scope of the ACP-2019-58 proposal, but SAC can confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1PB-W	Local	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1P8-K	Other	No	No	Yes	No	Support	Option 2	I support both options but your buttons do not allow me to indicate this!	C	No modification suggested

ANON-C1XX-V1PT-F	Other	No	No	No	Yes	Support	Option 2	Provision of a Danger Area Activity Information Service (DAAIS) or Danger Area Crossing Service (DACS) is considered essential - only a Flight Information Service (FIS) is proposed. The proposal assumes that generally operation will be non-military. As a defence contractor we would not wish to see this as a constraint on the Danger Area.	B	SAC can confirm that a Danger Area Activity Information Service (DAAIS) will be provided. ACP-2019-58 has been predicated on the increased need for novel aerospace system testing in the UK, the majority of which is civil aerospace, but this is not a hard constraint
ANON-C1XX-V1P1-C	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YW-U	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YK-F	North Wales	No	No	No	No	Support	Option 2	Option 2 provides a lot of scope for flexibility.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1YD-8	North Wales	No	No	No	No	Support	Option 2	Option 2 looks more practical with more choices.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1YX-V	North Wales	No	No	Yes	No	Support	Option 1	Happy with the proposal, I do think that the development has to be sensitive to the area and the natural landscape there are so many opportunities for the economy from this development.	C	SAC can confirm that the site will be developed in accordance with a Masterplan, subject to Planning Approval, and cognisant of the environmental sensitivities of the surrounding area.
ANON-C1XX-V1Y7-U	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YR-P	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YN-J	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YE-9	Other	No	No	No	No	Support	Option 1	Option 1 is a more elegant, simple design in comparison to Option 2 which does seem to add seemingly unnecessary (unusable?) sub-divisions of airspace.	C	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1YT-R	Other	No	No	No	Yes	Support	Option 2	Both options are good from a user perspective as someone who wishes to do UAS development flights, so no further alterations required to improve it.	C	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1N4-D	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1ND-W	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NG-Z	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NV-F	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NQ-A	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NR-B	North Wales	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1N3-C	Local	No	No	No	No	Support	Option 2	I support this change at Llanbedr Airfield as I hope they will be enable the use of the airfield to be fulfilled to its potential, and, hopefully in the future as part of the masterplan this change will create more local jobs and be of some benefit to the local economy.	C	SAC can confirm that the site will be developed in accordance with a Masterplan, subject to Planning Approval, and cognisant of the environmental sensitivities of the surrounding area.
ANON-C1XX-V1NM-6	Other	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NT-D	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NF-Y	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UW-Q	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UZ-T	Local	Yes	No	No	No	Support	Option 2	I do occasionally fly light aircraft along the coast between Caernarfon airfield and Barmouth. While I support the proposal as I think it would be good for employment in the local area, as well as aviation development in general, the danger area would preclude the sort of flight I've previously done when activated. I wonder if there is any prospect of it being activated only for parts of the days concerned, to all maximum use of the area by both Llanbedr traffic and other airspace users?	A	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1UP-G	Other	No	Yes	No	No	Support	Option 1	Confirmation that access to DA will be granted for Alpha callsign aircraft - namely but not restricted to Helimed 57, 59, 61 and 67 - and Rescue 936/937 callsigns.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1UA-1	North Wales	No	Yes	No	Yes	Support	Option 2	No impact on SAR Operations. A sound proposal.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1U4-M	Other	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UD-4	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested

ANON-C1XX-V1UG-7	Other	No	Yes	No	No	Support	Option 2	The ACP to have a DA activated by NOTAM will give increased capability to the airfield and enhance flight safety. However, our concern as another business on the airfield, is that it will be used as a blanket default, and close the airspace to other legitimate users for a period much in excess of that actually required. Activation and deactivation therefore should give due consideration to other operators and an easy and effective communication process put in place for this to happen.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1UH-8	Other	No	Yes	No	No	Support	Option 2	The ACP to have a DA activated by NOTAM will give increased capability to the airfield and enhance flight safety. However, our concern as another business on the airfield, is that it will be used as a blanket default, and close the airspace to other legitimate users for a period much in excess of that actually required. Activation and deactivation therefore should give due consideration to other operators and an easy and effective communication process put in place for this to happen.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1U7-Q	North Wales	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UR-J	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UJ-A	Other	No	No	No	Yes	Support	Option 1	Option 1 offers the greatest operational flexibility to afford SAC / Spaceport Snowdonia the potential to become the UK's leading test and launch facility for the advancement of Space and aerospace technology, a vital asset for Wales and the UK as a whole. Spaceflight Academy Ltd has not identified a need for further improvements.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1U8-R	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UC-3	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XY-V	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X6-S	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XW-T	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X4-Q	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XP-K	Other	Yes	No	No	No	Support	Option 2	There should be an area to the east of the airfield and to the west of the Rhinog mountain range which enables GA flights north south along the coast to take place below 2000'. VFR flights down the coast in low cloud could not take place under the proposed restrictions.	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1XS-P	North Wales	Yes	No	No	No	Support	Option 2	The frequency of drone activity should be limited to the number estimated by Llanbedr Aerospace to 6 times per year for each of the inland areas E and F. When drone activities are planned for areas E & F, in addition to NOTAMs, communication with SSS shall be conducted at least 24 hours in advance to either notify of such or by mutual agreement move these activities so that SSS members can fly in these areas when suitable weather conditions exist (by email, text or telephone). A Letter of Agreement to this affect with SSS should be established. Where drone activity in areas E & F are to be operated, the time periods within the day shall be included in the relevant NOTAM and a method of communication be established to determine if paragliding activity can take place outside of these time periods by SSS members contacting the Aerodrome control centre. It is noted that drones will potentially have ADS-B OUT/ transmitting capability. It is recommended that these drones should also have ADS-B IN/receive capability such that operators have the 'see and avoid' capability for improved safety.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1X9-V	Other	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XX-U	Other	No	No	Yes	Yes	Support	Option 2	No additional comment provided	C	No modification suggested

ANON-C1XX-V1XR-N	Other	No	No	No	Yes	Support	Option 2	The ability to temporarily close the area D1 as well would give us full operational ability to carry out our satellite return options, however we appreciate that this may not be possible due to the RAF traffic	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application
ANON-C1XX-V1XF-9	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XC-6	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WY-U	Other	Yes	No	No	No	Support	Option 1	As a recreational pilot my initial instinct was to oppose what at first consideration is a limitation of free airspace. However, if this is what is necessary to keep Llanbedr viable it has my support, provided of course the proposal doesn't become the first step in the exclusion of GA aircraft. It is undoubted that UAVs and GA will have to co-exist in the future and Llanbedr could be where the co-operative elements of this are established.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1W6-R	North Wales	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WZ-V	North Wales	No	No	No	No	Support	Option 1	Please get this and any other developments secured for the future of our youngsters. Rural communities are fading away, jobs from this site will give some of our youngsters a chance to stay home and secure the future of our community. It's right and proper that we (locals) should be able to use the natural resources we have to secure a future for our children. Good luck	C	No modification suggested
ANON-C1XX-V1W5-Q	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XN-H	Other	No	No	No	Yes	Support	Option 1	The 6000ft ceiling in Areas C and D is said to be intended to assist glide profiles in returning to the runway; Area D is referenced as allowing a glider to lose 1000ft per nm, however if a glider did this in area D it would crash less than halfway through area C. To cross the ~14nm distance to the runway would require a glide slope of only 4 degrees, which only the highest performance optimised gliders can currently achieve (or else requires a powered descent). Smaller glider systems designed primarily for other uses (such as space testing, where there are trade-offs between speed, performance and glide performance in the final descent), would likely be above 10 degrees - the space shuttle had a glide profile of 20-22 degrees! A temporary higher altitude segment above area D and parts of area C would be necessary for recovering a space testing vehicle from D201 under glide conditions.	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application Note - the dimensions of Area D is intended to provide a crossing route for other aviation outside of the DA whilst balancing the need for any aircraft within the DA suffering an emergency (e.g. loss of power) to be able to recover to Area C without inadvertently entering Class G airspace. It is recognised that this may result in the aircraft ditching short of Llanbedr Airfield. Specific emergency response procedures will be subject to further CAA review as part of the Operating Safety Case for individual aircraft.
ANON-C1XX-V1WG-9	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1W9-U	Other	No	No	Yes	Yes	Support	Option 1	It is very important that the UK creates a number of locations from which to test novel and environmentally friendly air vehicles in order to help accelerate the sustainability of aviation and to position the UK strongly within this. I have no immediate suggested changes but in the fullness of time there will be a need to show operation in town environments which could present a case for extending to taken in 1 or 2 local towns.	C	No modification suggested
ANON-C1XX-V1WV-R	Other	No	No	No	Yes	Support	Option 2	I support this well thought out proposal which will support employment at Llanbedr airfield for many years to come.	C	No modification suggested
ANON-C1XX-V1WH-A	North Wales	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WB-4	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CY-Z	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CW-5	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CZ-8	Local	Yes	Yes	No	No	Support	Option 2	I would suggest lowering the upper altitude level of the danger area say to 3000 to 4000 amsl so that it allows easier transit for passing GA traffic. I would suggest not flying from surface to 2000 over Harlech to avoid issues with residents and potential safety issues.	B	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.

ANON-C1XX-V1C6-S	Other	No	No	No	Yes	Support	Option 1	The current proposals support the need that B2Space will have to operate in Snowdonia. As alterations to improve it, a suggestion to increase 10nm to the east (inland) only Area B (if option 1 is approved) or Area E (if option 2 is selected).	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application
ANON-C1XX-V1CA-F	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CG-N	Other	No	No	No	Yes	Support	Option 2	Recognition of the need for increased capability in Wales and the UK to support continued development of unmanned technology, and the ability to create a shared environment to support the market sector in the UK, whilst maintaining opportunity for existing needs, for the benefit of all concerned.	C	No modification suggested
ANON-C1XX-V1CD-J	North Wales	No	No	Yes	No	Support	Option 2	See Annex 4	C	No modification suggested
ANON-C1XX-V1C7-5	Local	No	No	No	No	Support	Option 2	the proposal seems very fair and sympathetic to the area. My house is within area A. I think the proposal to open up the airfield to more commercial use is a very good idea - without a doubt much better than using it as an open detention centre as proposed a few years ago! Unfortunately, I find the people who object to any development have moved here since the closure of full time use. Objecting to noise, etc. we never had any problem when it was fully operational. People such as the Snowdonia Society, a member of which was present when I went to the 10 December presentation and was rather a pain in asking many unnecessary questions and slowing down the presentation which I feel was excellent and answered many questions I had regarding the future. As to noise, I understand the general level will be below that of the Tuscan coming in from RAF Valley quite often. Operations will not be every day of the week, when operational there was Monday to Friday, every week activity. Again no complaints by villagers. Even the V bombers posed no problem. I think by now, you will realise I have no objections to the Option 2 proposal and get very aggravated by people not seeing beyond their nose only thinking drones would be for warfare. As pointed out at presentation, that would not be the case and there are so many advantages to drones (as long as they don't come regularly over my house!), delivering medical equipment, crop spraying, forest fire fighting and so many more, must be put out to the general public in a very strong and forceful way. In closing, I will say I'm not in favour of a spaceport. Thank you for your time. I'm willing to answer any questions you may have at any time.	C	No modification suggested
ANON-C1XX-V1C3-1	North Wales	No	No	Yes	No	Support	Option 1	The Snowdonia Enterprise Zone Board does not have a strong preference for one option more than the other. (Q 9 does not allow this option) but strongly supports the proposals made. Llanbedr Airfield lies in the Snowdonia Enterprise Zone. The Board's work is focussed on efforts to accelerate economic growth in the local area to the benefit of the area. The SEZ Board believes there is opportunity for more aviation-related economic activity at the airfield. This will be accelerated by infrastructure improvements such as airspace designation change to allow permanent access to the Cardigan Bay area. A permanent danger area would also improve air safety. The area is popular with private light aircraft, and General Aviation is more likely to maintain awareness of permanent restricted airspace than continued temporary notifications	C	No modification suggested
ANON-C1XX-V1C8-6	North Wales	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1A3-Y	Other	No	Yes	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1PW-J	Other	Yes	No	Yes	No	Neutral	N/A	Activation to be as far as possible in advance, and never less than 24 hours. Area to be de-activated as soon as possible whenever not in use. Activation to be limited wherever possible to Monday-Friday	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1UK-B	Other	Yes	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1U3-K	North Wales	No	No	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UN-E	North Wales	No	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XK-E	Other	Yes	No	No	No	Neutral	N/A	No but option 2 has the flexibility to allow access over the sea to the southwest leaving the area to the east available to gliders in a clear way which pilots can see on moving map tools. It is presumed that gliding operations would take place at times when Snowdonia Aerospace had notified all or part of the DA as inactive.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design SAC also confirm that other aviation activities at the airfield will require the DA to be inactive.
ANON-C1XX-V1WS-N	Other	No	Yes	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WT-P	North Wales	Yes	Yes	No	No	Neutral	N/A	Within the airspace there must always be a coastal route north south for GA. The design needs to be simplified on the east side of the aerodrome to create more space for GA.	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1W2-M	Local	No	No	No	No	Neutral	N/A	Restricted hours of flying need to be enforceable also the overflying of properties must be banned other than in exceptional circumstances which must be agreed in advance with the local community affected. A local liaison committee needs to be established with powers to control activity if necessary. Local employment must be a priority for work undertaken at the airfield.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable. . We can also assure local residents that we do not - and will not - schedule any novel aerospace activities to overfly their properties Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1WC-5	Other	Yes	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CP-X	Other	No	No	Yes	No	Neutral	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CS-1	North Wales	Yes	No	No	No	Neutral	Option 2	See Annex 4	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1C5-3	Other	No	Yes	No	No	Neutral	N/A	Neutral position provided to both Option 1 and Option 2. QinetiQ are SME support to MOD in the enablement of the Aberporth Range capability under our Long Term Partnering Agreement. Thereby, this organisational response is predicated on the position of adjacent airspace operators in the role of enablers of the MOD Range capability, that the extent of the ACP areas proposed end at the boundary of the existing Range Danger Area, and that best ATM practice would be emplaced between adjacent ATM operators. This response is not predicated on management of operations between the proposed ACP areas and the existing Danger Areas which would be subject to further commercial agreements, specific conditions, and MOD approval	B	The issues raised have been addressed as part of the broader discussion with MOD to which QinetiQ was also a party.

ANON-C1XX-V1XH-B	Local	No	No	Yes	No	Neutral	N/A	Would like to explain that the Community Council are impartial to option 1 and 2 but are unable to point this out on the on line form. Thus the Community Council are NEUTRAL on Option 1 and Neutral on Option 2. We would SUPPORT the proposal if it can be proven that *Noise and emissions are kept to the minimum. *Secure good employment and apprenticeship at Llanbedr for local people *No flying during week ends. *Working day from 9.00 am to 5.00pm *Not associated with enabling military activity	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CH-P	North Wales	No	No	No	No	Neutral	N/A	Nid wyf am weld unrhyw ddefnydd militaraid o'r safle. Petai'r RAF yn adfer eu cais i ddefnyddio Llanbedr a chynyddu'r hedfan byddwn yn gwrthwynebu'n chwynr ond rwyf o blaid hybu defnydd o'r safle i hybu diwydiannau bach a chynaliadwy. rwyf yn gwrthwynebu unrhyw ddefnydd gan gwmnïau arfau/militaraidd - ond yn bleidiol i gwmnïau sy'n hybu datblygiadau sifil er lles I do not want to see any military use of the site. If the RAF were to reinstate their bid to use Llanbedr and increase flights I would strongly oppose it but I support the use of the site to promote small and sustainable industries. I oppose any use of arms / military companies - but in favor of companies promoting civilian development for good	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CM-U	North Wales	No	No	No	No	Neutral	N/A	I have taken a neutral position on the air space change consultation because although I can envisage the positive uses that this change will facilitate, I am concerned that projects that involve surveillance can be used for military purposes. If I understand at any point that the extended airspace enables drones to be developed for use eventually in the theatre of war, where targets can be identified remotely and for equipment to be developed and then sold to British or foreign armed forces, then I will make my opposition known strongly to such activity. I welcome the dialogue that Snowdonia Aerospace has offered to local communities like my own. I very much hope that this will continue over the coming years. I urge Snowdonia Aerospace to diversify its activities in response to the need for industries that can respond to climate change. I welcome research into electrically powered light aircraft and encourage the airfield to be carbon neutral with the generation of its own solar energy.	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V132-G	Local	No	No	No	No	Neutral	N/A	As a business owner who only operates out at sea carrying passengers in 'the new danger area 'on the map I wouldn't feel happy. There is already a restricted due to Aberporth, That also limits my business out at sea on certain days. Surely one restricted area is enough in Cardigan Bay. Surly with the tourism in Wales with boaters we do not need any more restrictive or danger areas in the bay.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
Postal 001	North Wales	No	No	No	No	Neutral	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1WP-J	Local	No	No	Yes	No	No Comment	N/A	See Annex 4	B	Concerns noted and we believe all are easily mitigated. SAC will continue work to with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CX-6	Other	No	Yes	Yes	No	No Comment	Option 2	There is no impact to NATS NERL. This response is on behalf of NATS NERL and does not reflect the views of adjacent Units where NATS may be the ANSP.	C	No modification suggested
Email 002	Local	No	No	No	No	No Comment	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1AY-5	North Wales	No	No	No	No	Object	N/A	None of this will ever happen, complete waste of tax payers money. We've seen nothing of what's been done there to date. Only auto tests, totally irrelevant.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1NN-7	Local	No	No	No	No	Object	N/A	Developing drones for military purposes is an evil our world can do without. Use the place for peaceful purposes and create jobs for local people.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1X2-N	Other	Yes	No	No	No	Object	N/A	See Annex 4	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation. SAC also confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1X1-M	North Wales	No	No	No	No	Object	N/A	Nid oes gennyf fydd na fydd yna ddim defnydd milwrol o'r maes awyr. I have no faith that there will be no military use of the airport.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1WQ-K	North Wales	Yes	No	No	No	Object	N/A	It will stop my freedom of passage in an area that I use for my recreational aviation purposes as such it's a eradication of my personal freedom - le it's yet another hoop to jump through	C	No modification suggested
ANON-C1XX-V1W1-K	North Wales	No	Yes	Yes	No	Object	N/A	See Annex 4	A	SAC can confirm that a Danger Area Activity Information Service (DAAIS) will be provided. SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation and seek to modify the sub-divisions to the west of the airfield to provide easier transit for Military Aviation. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable. Appropriate ATM processes will be agreed with adjacent airspace operators and documented via Letters of Agreement (LOA)
ANON-C1XX-V1WF-8	North Wales	No	No	No	No	Object	N/A	1) First your document is not clear regarding the use of Drones for Military use, which I strongly oppose. 2) The document is not clear about the practice of using Drones, it should specify. 3) The document again does not state, only a figure of 500 jobs, what type of work? Where are they going to live? How many will be local? 4) There is little about the Policy regarding the Welsh Language. That should be a priority. 5) Whatever you say the noise level is going to increase from the level of zero. 6) The Bay is and always has been a commercial free bay, which helps to attract many Sailing Championship 7) This development will certainly harm the peacefulness of this area, which helps to attract the tourist industry,	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1C2-Z	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested

ANON-C1XX-V1XV-	North Wales	No	No	No	No	Object	N/A	See Annex 4	C	We met with the Snowdonia Society on one of the consultation open days at the airfield and again via video meeting shortly after (notes attached at Annex 1). Both times we addressed all of their concerns and emphasised the multi-layer approach that we will adopt to minimise any impact: (1) a very small number of days when the DA will be activated over land, (2) sorties to be kept as short as possible on those days, (3) operating height to be assessed to minimise residual noise above daytime rural ambient, and (4) avoiding all together any site that is identified as being sensitive. We feel this is a sensible and sufficient mitigation.
ANON-C1XX-V1CV-4	Local	No	No	No	No	Object	N/A	See Annex 4	C	Inaccurate/uninformed comment. The stakeholder did not respond to an open offer from SAC to discuss the issues before submitting a response. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CJ-R	Other	No	No	No	No	Object	N/A	As a regular visitor to Penrhyndeudraeth, I am extremely concerned about the impact that both of these options will have on the tranquillity of the area, particularly the Rhinog mountains. There are fewer and fewer places left where it is possible to find peace and tranquillity and those areas that remain should be protected and enhanced, rather than threatened with intrusive activities. Even if the aircraft being tested here are very quiet, they could still be highly intrusive in an area where noise levels generally are extremely low and flights will also be visually intrusive. They are also most likely to take place at the times of year (Spring/Summer/Autumn) when the Rhinogs are most valuable for both recreational visitors and breeding birds. The proposals are particularly inappropriate as this area is within the Snowdonia National Park where additional planning protections apply and particular care should be taken to avoid harm to the conservation and public enjoyment of the area. I strongly object to both options but if either were to be implemented, strict limitations should be placed on the number of days per year that flights can take place.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable
ANON-C1XX-V1CU-3	Other	No	No	No	No	Object	N/A	We currently own a boat and moor at Shell Island. I understand in theory the danger area covers air space only, but having read into other danger areas around the world, lateral buffer zones can be set up, upto 10nm. This would stop all travel along the coast area. Please can you guarantee that a lateral buffer zone would never have to be applied?	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
ANON-C1XX-V1C1-Y	Other	No	No	No	No	Object	N/A	A danger area can involve a lateral buffer zone being set up at anytime when required of up to 10nm. This means sailing along the coast of shell towards Barmouth and surrounding area could be stopped. At the moment there are approximately 60 boats moored at Shell Island with an average mooring cost of £800 per annum. This permanent danger area will push boat owners to take their vessel somewhere else. This is a loss to the local economy along with the loss of local hospitality sales throughout the year.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
ANON-C1XX-V1CC-H	Other	No	No	No	No	Object	N/A	The area affected is a well established beauty spot and holiday destination. this proposal threatens the sustainability of both and in consequence the tourist economy of the surrounding towns and villages.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1CT-2	Local	No	No	No	No	Object	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

ANON-C1XX-V1CF-M	North Wales	No	No	No	No	Object	N/A	This proposal would mean the closure of many businesses in the area including Shell Island- a place that means the world to me and thousands of other people! The area and coastline is there to be enjoyed by all and one business seems to be doing everything in its path to ruin the livelihoods of the locals and prevent the public from enjoying it! Quite honestly it's selfish and immoral! The area depends on tourism and this proposal will kill it off, killing the surrounding villages and towns just to profit one business! It's been started in the past that the said business would bring jobs to the surrounding areas but it's obvious that these jobs would not equal the jobs/businesses lost . Snowdonia aerospace are not welcome!	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1S2-G	Local	No	No	No	No	Object	N/A	At no time, in the public documents published, does it state that the seaward side danger areas would not be able to have boats fishing in it. When asked at Llanbedr drop in day, xxxxxx said boats will not be allowed and that a "NOTAM to BOATS", his exact words would be issued. This is a person that is the Airfield manager!!!! this information has not been made public, nor have any local caught clubs received any information to them, that use this area constantly. SA have not published the "Economic Impact Assessment" showing that commercial fishermen, that have fished in these "proposed" Danger areas for generations, will be affected, and no where has it been published publicly, that these fishermen would be compensated. The danger area at Aberporth is adequate for these UAV's to use, and is fully operational, be it a pain to the commercial fishermen, and is run by the MOD. This new 'Proposed "danger area would be run by a civilian company, dictating to other Welsh Citizens what they can and cannot do in an area that SA do not own or have direct line of sight on. Around the UK, there is 1000's of miles square that operate, but also impede the local fishermen, they does not need to be another one here! If UAV companies need to use an area in Wales to test their projects, Aberporth is already set up for it.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
ANON-C1XX-V1S6-M	Other	No	No	No	No	Object	N/A	Totally object. The detrimental impact on the local and wider community & businesses has not been given enough consideration.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SW-N	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1S4-J	North Wales	No	No	No	No	Object	N/A	You are stopping a well known camping and villages that rely on tourists to grow and prosper.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SZ-R	North Wales	No	No	No	No	Object	N/A	We would lose so much countryside and tourism from it! Build the airspace on brown belt land or not at all!	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SP-E	North Wales	No	No	No	No	Object	N/A	It will be detrimental to the local area, businesses and local Welsh people. It will have a direct impact on tourism and livelihood will suffer. This is an area of outstanding beauty and will be distorted by air traffic and who knows what else?	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SA-Y	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SD-2	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SG-5	Other	No	No	No	No	Object	N/A	Tourism in the area would be severely affected. Not the place for this. Move all "dangerous" operations to a more secluded area of which there are several in the country	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SX-P	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SQ-F	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested

ANON-C1XX-V1SH-6	Local	No	No	No	No	Object	N/A	Fundamentally this area generates most of its income from tourism and a great proportion of the population rely on this income which is seasonal and at best national living wage. To even contemplate such a radical proposal, in my mind, would be extremely irresponsible especially with the uncertainty over us all. Poverty due to Covid last summer has affected a huge amount of people in this locality and generally the people who would receive recompense are already the fortunate few. For this reason and many others I oppose the idea completely	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SJ-8	Local	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SR-G	Local	No	No	No	No	Object	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1SN-C	Other	No	No	No	No	Object	N/A	It can restrict the use of the beautiful coast line	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SE-3	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SM-B	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1ST-J	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1S1-F	Local	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
Email 001	Other	No	Yes	No	No	Object	N/A	See Annex 4	C	Mostly uninformed / inaccurate comment with no supporting evidence provided. The D201 ATM issues raised have been addressed as part of the broader discussion with MOD to which QinetiQ was also a party.

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1A2-X	Other	Yes	No	No	No	Support	Option 2	DA should be shaped to ensure that GA aircraft are able to fly to the east of the zone without having to climb	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1UZ-T	Local	Yes	No	No	No	Support	Option 2	I do occasionally fly light aircraft along the coast between Caernarfon airfield and Barmouth. While I support the proposal as I think it would be good for employment in the local area, as well as aviation development in general, the danger area would preclude the sort of flight I've previously done when activated. I wonder if there is any prospect of it being activated only for parts of the days concerned, to all maximum use of the area by both Llanbedr traffic and other airspace users?	A	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1X2-N	Other	Yes	No	No	No	Object	N/A	See Annex 4	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation. SAC also confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1XP-K	Other	Yes	No	No	No	Support	Option 2	There should be an area to the east of the airfield and to the west of the Rhinog mountain range which enables GA flights north south along the coast to take place below 2000'. VFR flights down the coast in low cloud could not take place under the proposed restrictions.	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1WT-P	North Wales	Yes	Yes	No	No	Neutral	N/A	Within the airspace there must always be a coastal route north south for GA. The design needs to be simplified on the east side of the aerodrome to create more space for GA.	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1W1-K	North Wales	No	Yes	Yes	No	Object	N/A	See Annex 4	A	SAC can confirm that a Danger Area Activity Information Service (DAAIS) will be provided. SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation and seek to modify the sub-divisions to the west of the airfield to provide easier transit for Military Aviation. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable. Appropriate ATM processes will be agreed with adjacent airspace operators and documented via Letters of Agreement (LOA)
ANON-C1XX-V1CS-1	North Wales	Yes	No	No	No	Neutral	Option 2	See Annex 4	A	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1AP-V	Local	No	No	No	No	Support	Option 1	My support for this proposal is dependant on the CAA insisting that access to the proposed restricted flying area is given on the condition that the emergency services delivered by the Wales Air Ambulance and HM Coastguard Search and Rescue helicopters take priority over the commercial operation of drones and other aircraft being used in the proposed restricted flying area.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1AF-J	Local	No	No	Yes	No	Support	Option 2	Keep low flying to a minimum over Llanbedr village, especially in events such as Parafest. The persistent circling of paragliders and small air vehicles for many hours in a day is unacceptable over the populated area, especially in the north eastern sector of the village. The occasional use of the eastern flight path for landing light aircraft is acceptable as it is an established practice.	B	The paragliders referenced in the comments are not associated with SAC and we can assure local residents that we do not - and will not - schedule any novel aerospace activities to overfly their properties
ANON-C1XX-V1PW-J	Other	Yes	No	Yes	No	Neutral	N/A	Activation to be as far as possible in advance, and never less than 24 hours. Area to be de-activated as soon as possible whenever not in use. Activation to be limited wherever possible to Monday-Friday	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1PD-Y	Other	Yes	No	No	No	Support	Option 2	Weekday activation only. NOTAM activation as far in advance as possible, but never less than 24 hours. Contact details for SAC, in order to check DA status, to be published in NOTAM.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1PH-3	Other	Yes	No	No	No	Support	Option 1	My concern is that the airfield does not become less accessible to General Aviation. Out of hours indemnity especially in the Summer months is important. A means of gaining access via a security gate from landside would be necessary especially for those returning by train from the local station. A specific operational issue is that a local procedure is developed to enable aircraft to make a safe approach to runway 23.	B	The specifics of GA operations are outwith the scope of the ACP-2019-58 proposal, but SAC can confirm that GA remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1PJ-5	Local	No	No	No	No	Support	Option 2	I support the changes at Llanbedr Airfield, it is an asset which needs to be fulfilled to its potential, to help create jobs and boost the local economy. With the changes, if granted, I would stress the importance to retain and support GA at Llanbedr	B	The specifics of GA operations are outwith the scope of the ACP-2019-58 proposal, but SAC can confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1PT-F	Other	No	No	No	Yes	Support	Option 2	Provision of a Danger Area Activity Information Service (DAAIS) or Danger Area Crossing Service (DACS) is considered essential - only a Flight Information Service (FIS) is proposed. The proposal assumes that generally operation will be non-military. As a defence contractor we would not wish to see this as a constraint on the Danger Area.	B	SAC can confirm that a Danger Area Activity Information Service (DAAIS) will be provided. ACP-2019-58 has been predicated on the increased need for novel aerospace system testing in the UK, the majority of which is civil aerospace, but this is not a hard constraint
ANON-C1XX-V1YK-F	North Wales	No	No	No	No	Support	Option 2	Option 2 provides a lot of scope for flexibility.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1YD-8	North Wales	No	No	No	No	Support	Option 2	Option 2 looks more practical with more choices.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1UP-G	Other	No	Yes	No	No	Support	Option 1	Confirmation that access to DA will be granted for Alpha callsign aircraft - namely but not restricted to Helimed 57, 59, 61 and 67 - and Rescue 936/937 callsigns.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal
ANON-C1XX-V1UA-1	North Wales	No	Yes	No	Yes	Support	Option 2	No impact on SAR Operations. A sound proposal.	B	SAC can confirm that priority access for Emergency Services is included in the ACP-2019-58 proposal

ANON-C1XX-V1UG-7	Other	No	Yes	No	No	Support	Option 2	The ACP to have a DA activated by NOTAM will give increased capability to the airfield and enhance flight safety. However, our concern as another business on the airfield, is that it will be used as a blanket default, and close the airspace to other legitimate users for a period much in excess of that actually required. Activation and deactivation therefore should give due consideration to other operators and an easy and effective communication process put in place for this to happen.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1UH-8	Other	No	Yes	No	No	Support	Option 2	The ACP to have a DA activated by NOTAM will give increased capability to the airfield and enhance flight safety. However, our concern as another business on the airfield, is that it will be used as a blanket default, and close the airspace to other legitimate users for a period much in excess of that actually required. Activation and deactivation therefore should give due consideration to other operators and an easy and effective communication process put in place for this to happen.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.
ANON-C1XX-V1UJ-A	Other	No	No	No	Yes	Support	Option 1	Option 1 offers the greatest operational flexibility to afford SAC / Spaceport Snowdonia the potential to become the UK's leading test and launch facility for the advancement of Space and aerospace technology, a vital asset for Wales and the UK as a whole. Spaceflight Academy Ltd has not identified a need for further improvements.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1XS-P	North Wales	Yes	No	No	No	Support	Option 2	The frequency of drone activity should be limited to the number estimated by Llanbedr Aerospace to 6 times per year for each of the inland areas E and F. When drone activities are planned for areas E & F, in addition to NOTAMs, communication with SSS shall be conducted at least 24 hours in advance to either notify of such or by mutual agreement move these activities so that SSS members can fly in these areas when suitable weather conditions exist (by email, text or telephone). A Letter of Agreement to this effect with SSS should be established. Where drone activity in areas E & F are to be operated, the time periods within the day shall be included in the relevant NOTAM and a method of communication be established to determine if paragliding activity can take place outside of these time periods by SSS members contacting the Aerodrome control centre. It is noted that drones will potentially have ADS-B OUT/ transmitting capability. It is recommended that these drones should also have ADS-B IN/receive capability such that operators have the 'see and avoid' capability for improved safety.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1XK-E	Other	Yes	No	No	No	Neutral	N/A	No but option 2 has the flexibility to allow access over the sea to the southwest leaving the area to the east available to gliders in a clear way which pilots can see on moving map tools. It is presumed that gliding operations would take place at times when Snowdonia Aerospace had notified all or part of the DA as inactive.	B	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design SAC also confirm that other aviation activities at the airfield will require the DA to be inactive.
ANON-C1XX-V1WY-U	Other	Yes	No	No	No	Support	Option 1	As a recreational pilot my initial instinct was to oppose what at first consideration is a limitation of free airspace. However, if this is what is necessary to keep Llanbedr viable it has my support, provided of course the proposal doesn't become the first step in the exclusion of GA aircraft. It is undoubted that UAVs and GA will have to co-exist in the future and Llanbedr could be where the co-operative elements of this are established.	B	SAC can confirm that activation via NOTAM will provide 24 hours notice and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM. Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday SAC also confirm that GA / other aviation remains an important part of the business portfolio for Llanbedr Airfield and the issues raised will be followed-up.

ANON-C1XX-V1W2-M	Local	No	No	No	No	Neutral	N/A	Restricted hours of flying need to be enforceable also the overflying of properties must be banned other than in exceptional circumstances which must be agreed in advance with the local community affected. A local liaison committee needs to be established with powers to control activity if necessary. Local employment must be a priority for work undertaken at the airfield.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable. . We can also assure local residents that we do not - and will not - schedule any novel aerospace activities to overfly their properties Normal operating hours for novel aerospace activities will be 0900 to 1700, Monday to Friday
ANON-C1XX-V1CZ-8	Local	Yes	Yes	No	No	Support	Option 2	I would suggest lowering the upper altitude level of the danger area say to 3000 to 4000 amsl so that it allows easier transit for passing GA traffic. I would suggest not flying from surface to 2000 over Harlech to avoid issues with residents and potential safety issues.	B	SAC will seek to simplify the sub-divisions to the east of the airfield to provide easier assimilation and transit for General Aviation.
ANON-C1XX-V1WP-J	Local	No	No	Yes	No	No Comment	N/A	See Annex 4	B	Concerns noted and we believe all are easily mitigated. SAC will continue work to with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1C5-3	Other	No	Yes	No	No	Neutral	N/A	Neutral position provided to both Option 1 and Option 2. QinetiQ are SME support to MOD in the enablement of the Aberporth Range capability under our Long Term Partnering Agreement. Thereby, this organisational response is predicated on the position of adjacent airspace operators in the role of enablers of the MOD Range capability, that the extent of the ACP areas proposed end at the boundary of the existing Range Danger Area, and that best ATM practice would be emplaced between adjacent ATM operators. This response is not predicated on management of operations between the proposed ACP areas and the existing Danger Areas which would be subject to further commercial agreements, specific conditions, and MOD approval	B	The issues raised have been addressed as part of the broader discussion with MOD to which QinetiQ was also a party.
ANON-C1XX-V1CJ-R	Other	No	No	No	No	Object	N/A	As a regular visitor to Penrhyndeudraeth, I am extremely concerned about the impact that both of these options will have on the tranquillity of the area, particularly the Rhinog mountains. There are fewer and fewer places left where it is possible to find peace and tranquillity and those areas that remain should be protected and enhanced, rather than threatened with intrusive activities. Even if the aircraft being tested here are very quiet, they could still be highly intrusive in an area where noise levels generally are extremely low and flights will also be visually intrusive. They are also most likely to take place at the times of year (Spring/Summer/Autumn) when the Rhinogs are most valuable for both recreational visitors and breeding birds. The proposals are particularly inappropriate as this area is within the Snowdonia National Park where additional planning protections apply and particular care should be taken to avoid harm to the conservation and public enjoyment of the area. I strongly object to both options but if either were to be implemented, strict limitations should be placed on the number of days per year that flights can take place.	B	SAC can confirm that overland operations in Areas E and F will constitute a small minority of DA activities and that we will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable

Response ID	Local N. Wales Other	GA or Rec Aviation (Yes / No)	Comm. Aviation (Yes / No)	Prof. Body (Yes / No)	RDT&E Partner (Yes / No)	Support Neutral Object	Option 1 Option 2 or N/A	Consultee Comments	Impact? (A / B / C)	Change Sponsor Justification / Comments on Classification
ANON-C1XX-V1AY-5	North Wales	No	No	No	No	Object	N/A	None of this will ever happen, complete waste of tax payers money. We've seen nothing of what's been done there to date. Only auto tests, totally irrelevant.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1A4-Z	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AZ-6	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AH-M	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1A3-Y	Other	No	Yes	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1AN-T	Local	No	No	No	No	Support	Option 1	I would like the proposal to allow, or even encourage, low flying military training and circuit training outside of drone operating times	C	Military training is outwith the scope of the ACP-2019-58 proposal
ANON-C1XX-V1A1-W	Local	No	No	No	No	Support	Option 1	I live within sight of the airfield and enjoy watching aircraft movements, particularly military aircraft. This airfield has a long and interesting history, playing an important role in training pilots during WW2 and the Cold War. The history should be preserved and flying activities encouraged as much as possible. The 1.5-mile runway is a rare and valuable resource that should be used. Global pressures are forcing major changes in aviation and there is an opportunity for Llanbedr to play an important role in the forefront of developing new technologies. I commend the team's efforts to involve the local community in assessing new roles for the site and hope such cooperation continues in the future.	C	No modification suggested
ANON-C1XX-V1AC-F	Other	No	No	No	Yes	Support	Option 2	The proposal is well thought out, both options look perfect for the activities at Llanbedr	C	No modification suggested
ANON-C1XX-V1PA-V	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1PB-W	Local	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1P8-K	Other	No	No	Yes	No	Support	Option 2	I support both options but your buttons do not allow me to indicate this!	C	No modification suggested
ANON-C1XX-V1P1-C	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YW-U	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YX-V	North Wales	No	No	Yes	No	Support	Option 1	Happy with the proposal, I do think that the development has to be sensitive to the area and the natural landscape there are so many opportunities for the economy from this development.	C	SAC can confirm that the site will be developed in accordance with a Masterplan, subject to Planning Approval, and cognisant of the environmental sensitivities of the surrounding area.
ANON-C1XX-V1Y7-U	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YR-P	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YN-J	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1YE-9	Other	No	No	No	No	Support	Option 1	Option 1 is a more elegant, simple design in comparison to Option 2 which does seem to add seemingly unnecessary (unusable?) sub-divisions of airspace.	C	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1YT-R	Other	No	No	No	Yes	Support	Option 2	Both options are good from a user perspective as someone who wishes to do UAS development flights, so no further alterations required to improve it.	C	SAC can confirm that both Options are considered to be practicable for future business, but that Option 2 will form the basis for the final ACP airspace design
ANON-C1XX-V1N4-D	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1ND-W	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NG-Z	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NV-F	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NQ-A	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NR-B	North Wales	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1N3-C	Local	No	No	No	No	Support	Option 2	I support this change at Llanbedr Airfield as I hope they will be enable the use of the airfield to be fulfilled to its potential, and, hopefully in the future as part of the masterplan this change will create more local jobs and be of some benefit to the local economy.	C	SAC can confirm that the site will be developed in accordance with a Masterplan, subject to Planning Approval, and cognisant of the environmental sensitivities of the surrounding area.
ANON-C1XX-V1NN-7	Local	No	No	No	No	Object	N/A	Developing drones for military purposes is an evil our world can do without. Use the place for peaceful purposes and create jobs for local people.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1NM-6	Other	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested

ANON-C1XX-V1INT-D	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1NF-Y	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UW-Q	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UK-B	Other	Yes	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1U4-M	Other	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UD-4	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1U7-Q	North Wales	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UR-J	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1U3-K	North Wales	No	No	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1U8-R	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UN-E	North Wales	No	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1UC-3	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XY-V	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X6-S	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XW-T	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X4-Q	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1X9-V	Other	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XX-U	Other	No	No	Yes	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XR-N	Other	No	No	No	Yes	Support	Option 2	The ability to temporarily close the area D1 as well would give us full operational ability to carry out our satellite return options, however we appreciate that this may not be possible due to the RAF traffic	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application
ANON-C1XX-V1X1-M	North Wales	No	No	No	No	Object	N/A	Nid oes gennyf ffydd na fydd yna ddim defnydd milwrol o'r maes awyr. I have no faith that there will be no military use of the airport.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1XF-9	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XC-6	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1W6-R	North Wales	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WZ-V	North Wales	No	No	No	No	Support	Option 1	Please get this and any other developments secured for the future of our youngsters. Rural communities are fading away, jobs from this site will give some of our youngsters a chance to stay home and secure the future of our community. It's right am proper that we (locals) should be able to use the natural recourses we have to secure a future for our children. Good luck	C	No modification suggested
ANON-C1XX-V1WS-N	Other	No	Yes	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1W5-Q	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XN-H	Other	No	No	No	Yes	Support	Option 1	The 6000ft ceiling in Areas C and D is said to be intended to assist glide profiles in returning to the runway; Area D is referenced as allowing a glider to lose 1000ft per nm, however if a glider did this in area D it would crash less than halfway through area C. To cross the ~14nm distance to the runway would require a glide slope of only 4 degrees, which only the highest performance optimised gliders can currently achieve (or else requires a powered descent). Smaller glider systems designed primarily for other uses (such as space testing, where there are trade-offs between speed, performance and glide performance in the final descent), would likely be above 10 degrees - the space shuttle had a glide profile of 20-22 degrees! A temporary higher altitude segment above area D and parts of area C would be necessary for recovering a space testing vehicle from D201 under glide conditions.	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application Note - the dimensions of Area D is intended to provide a crossing route for other aviation outside of the DA whilst balancing the need for any aircraft within the DA suffering an emergency (e.g. loss of power) to be able to recover to Area C without inadvertently entering Class G airspace. It is recognised that this may result in the aircraft ditching short of Llanbedr Airfield. Specific emergency response procedures will be subject to further CAA review as part of the Operating Safety Case for individual aircraft.
ANON-C1XX-V1WG-9	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested

ANON-C1XX-V1W9-U	Other	No	No	Yes	Yes	Support	Option 1	It is very important that the UK creates a number of locations from which to test novel and environmentally friendly air vehicles in order to help accelerate the sustainability of aviation and to position the UK strongly within this. I have no immediate suggested changes but in the fullness of time there will be a need to show operation in town environments which could present a case for extending to taken in 1 or 2 local towns.	C	No modification suggested
ANON-C1XX-V1WV-R	Other	No	No	No	Yes	Support	Option 2	I support this well thought out proposal which will support employment at Llanbedr airfield for many years to come.	C	No modification suggested
ANON-C1XX-V1WH-A	North Wales	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WQ-K	North Wales	Yes	No	No	No	Object	N/A	It will stop my freedom of passage in an area that I use for my recreational aviation purposes as such it's a eradication of my personal freedom - le it's yet another hoop to jump through	C	No modification suggested
ANON-C1XX-V1WB-4	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WC-5	Other	Yes	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1WF-8	North Wales	No	No	No	No	Object	N/A	1) First your document is not clear regarding the use of Drones for Military use, which I strongly oppose. 2) The document is not clear about the practice of using Drones, it should specify. 3) The document again does not state, only a figure of 500 jobs, what type of work? Where are they going to live? How many will be local? 4) There is little about the Policy regarding the Welsh Language. That should be a priority. 5) Whatever you say the noise level is going to increase from the level of zero. 6) The Bay is and always has been a commercial free bay, which helps to attract many Sailing Championship 7) This development will certainly harm the peacefulness of this area, which helps to attract the tourist industry,	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1C2-Z	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CY-Z	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CW-5	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CP-X	Other	No	No	Yes	No	Neutral	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1XV-	North Wales	No	No	No	No	Object	N/A	See Annex 4	C	We met with the Snowdonia Society on one of the consultation open days at the airfield and again via video meeting shortly after (notes attached at Annex 1). Both times we addressed all of their concerns and emphasised the multi-layer approach that we will adopt to minimise any impact: (1) a very small number of days when the DA will be activated over land, (2) sorties to be kept as short as possible on those days, (3) operating height to be assessed to minimise residual noise above daytime rural ambient, and (4) avoiding all together any site that is identified as being sensitive. We feel this is a sensible and sufficient mitigation.
ANON-C1XX-V1CK-S	Other	No	No	No	Yes	Support	Option 1	The current proposals support the need that B2Space will have to operate in Snowdonia. As alterations to improve it, a suggestion to increase 10nm to the east (inland) only Area B (if option 1 is approved) or Area E (if option 2 is selected).	C	Further extension of the DA beyond the boundaries consulted upon is outwith the scope of the ACP-2019-58 proposal and would have to be subject to a separate Temporary Danger Area application
ANON-C1XX-V1CA-F	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CG-N	Other	No	No	No	Yes	Support	Option 2	Recognition of the need for increased capability in Wales and the UK to support continued development of unmanned technology, and the ability to create a shared environment to support the market sector in the UK, whilst maintaining opportunity for existing needs, for the benefit of all concerned.	C	No modification suggested
ANON-C1XX-V1CD-J	North Wales	No	No	Yes	No	Support	Option 2	See Annex 4	C	No modification suggested

ANON-C1XX-V1XH-B	Local	No	No	Yes	No	Neutral	N/A	Would like to explain that the Community Council are impartial to option 1 and 2 but are unable to point this out on the on line form. Thus the Community Council are NEUTRAL on Option 1 and Neutral on Option 2. We would SUPPORT the proposal if it can be proven that *Noise and emissions are kept to the minimum. *Secure good employment and apprenticeship at Llanbedr for local people *No flying during week ends. *Working day from 9.00 am to 5.00pm *Not associated with enabling military activity	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CH-P	North Wales	No	No	No	No	Neutral	N/A	Nid wyf am weld unrhyw ddefnydd militaraid o'r safle. Petai'r RAF yn adfer eu cais i ddefnyddio Llanbedr a chynyddu'r hedfan byddwn yn gwrthwynebu'n chwyrn ond rwyf o blaid hybu defnydd o'r safle i hybu diwydiannau bach a chynaliadwy. rwyf yn gwrthwynebu unrhyw ddefnydd gan gwmnïau arfau/militaraid - ond yn bleidiol i gwmnïau sy'n hybu datblygiadau sifil er lles I do not want to see any military use of the site. If the RAF were to reinstate their bid to use Llanbedr and increase flights I would strongly oppose it but I support the use of the site to promote small and sustainable industries. I oppose any use of arms / military companies - but in favor of companies promoting civilian development for good	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CX-6	Other	No	Yes	Yes	No	No Comment	Option 2	There is no impact to NATS NERL. This response is on behalf of NATS NERL and does not reflect the views of adjacent Units where NATS may be the ANSP.	C	No modification suggested
ANON-C1XX-V1CV-5	Local	No	No	No	No	Support	Option 2	the proposal seems very fair and sympathetic to the area. My house is within area A. I think the proposal to open up the airfield to more commercial use is a very good idea - without a doubt much better that using it as an open detention centre as proposed a few years ago! Unfortunately, I find the people who object to any development have moved here since the closure of full time use. Objecting to noise, etc. we never had any problem when it was fully operational. People such as the Snowdonia Society, a member of which was present when I went to the 10 December presentation and was rather a pain in asking many unnecessary questions and slowing down the presentation which I feel was excellent and answered many questions I had regarding the future. As to noise, I understand the general level will be below that of the Tuscan coming in from RAF Valley quite often. Operations will not be every day of the week, when operational there was Monday to Friday, every week activity. Again no complaints by villagers. Even the V bombers posed no problem. I think by now, you will realise I have no objections to the Option 2 proposal and get very aggravated by people not seeing beyond their nose only thinking drones would be for warfare. As pointed out at presentation, that would not be the case and there are so many advantages to drones (as long as they don't come regularly over my house!), delivering medical equipment, crop spraying, forest fire fighting and so many more, must be put out to the general public in a very strong and forceful way. In closing, I will say I'm not in favour of a spaceport. Thank you for your time. I'm willing to answer any questions you may have at any time	C	No modification suggested
ANON-C1XX-V1CV-4	Local	No	No	No	No	Object	N/A	See Annex 4	C	Inaccurate/uninformed comment. The stakeholder did not respond to an open offer from SAC to discuss the issues before submitting a response. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

ANON-C1XX-V1C3-1	North Wales	No	No	Yes	No	Support	Option 1	The Snowdonia Enterprise Zone Board does not have a strong preference for one option more than the other. (Q 9 does not allow this option) but strongly supports the proposals made. Llanbedr Airfield lies in the Snowdonia Enterprise Zone. The Board 's work is focussed on efforts to accelerate economic growth in the local area to the benefit of the area. The SEZ Board believes there is opportunity for more aviation-related economic activity at the airfield. This will be accelerated by infrastructure improvements such as airspace designation change to allow permanent access to the Cardigan Bay area. A permanent danger area would also improve air safety. The area is popular with private light aircraft, and General Aviation is more likely to maintain awareness of permanent restricted airspace than continued temporary notifications	C	No modification suggested
ANON-C1XX-V1C8-6	North Wales	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
ANON-C1XX-V1CE-K	North Wales	No	No	Yes	No	Support	N/A	The North Wales Economic Ambition Board (NWEAB) does not have a specific preference regarding the options proposed other than to note the requirement to maximise the economic potential of the Airfield for the benefit of the region whilst minimising any potential disruption to the locality and the surrounding area from the Airfield's operation. The airfield is a highly valuable asset for the region and provides an R&D facility of national importance. The implementation of a permanent Danger Area is understood to further enhance the value of the site and its potential to generate economic benefits for North Wales, consistent with the NWEAB's Growth Vision and the spending objectives associated with the North Wales Growth Deal. Supporting high value sectors and addressing long-term barriers to growth is at the heart of the North Wales Growth Deal, with innovation in high value manufacturing being a programme within the Growth Deal Portfolio. The airfield at Llanbedr has established itself as an enabler in aerospace research, supporting the development of technologies with a clear sustainable future such as drone technology and low carbon aviation. Attracting inward investment to south Gwynedd and the wider region is an objective of the Growth Deal and adding value to our existing assets will contribute to this effort alongside the development of new assets. NWEAB's Digital Programme is considering options for investment at Llanbedr airfield in digital connectivity to further enhance and generate commercial opportunities in and around the site. The positive impact of this potential public investment may therefore be increased if a permanent Danger Area is established. The North Wales Economic Ambition	C	No modification suggested
ANON-C1XX-V1CM-U	North Wales	No	No	No	No	Neutral	N/A	I have taken a neutral position on the air space change consultation because although I can envisage the positive uses that this change will facilitate, I am concerned that projects that involve surveillance can be used for military purposes. If I understand at any point that the extended airspace enables drones to be developed for use eventually in the theatre of war, where targets can be identified remotely and for equipment to be developed and then sold to British or foreign armed forces, then I will make my opposition known strongly to such activity. I welcome the dialogue that Snowdonia Aerospace has offered to local communities like my own. I very much hope that this will continue over the coming years. I urge Snowdonia Aerospace to diversify its activities in response to the need for industries that can respond to climate change. I welcome research into electrically powered light aircraft and encourage the airfield to be carbon neutral with the generation of its own solar energy.	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

ANON-C1XX-V1CU-3	Other	No	No	No	No	Object	N/A	We currently own a boat and moor at Shell Island. I understand in theory the danger area covers air space only, but having read into other danger areas around the world, lateral buffer zones can be set up, upto 10nm. This would stop all travel along the coast area. Please can you guarantee that a lateral buffer zone would never have to be applied?	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
ANON-C1XX-V1C1-Y	Other	No	No	No	No	Object	N/A	A danger area can involve a lateral buffer zone being set up at anytime when required of up to 10nm. This means sailing along the coast of shell towards Barmouth and surrounding area could be stopped. At the moment there are approximately 60 boats moored at Shell Island with an average mooring cost of £800 per annum. This permanent danger area will push boat owners to take their vessel somewhere else. This is a loss to the local economy along with the loss of local hospitality sales throughout the year.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
ANON-C1XX-V1CC-H	Other	No	No	No	No	Object	N/A	The area affected is a well established beauty spot and holiday destination. this proposal threatens the sustainability of both and in consequence the tourist economy of the surrounding towns and villages.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1CT-2	Local	No	No	No	No	Object	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1CF-M	North Wales	No	No	No	No	Object	N/A	This proposal would mean the closure of many businesses in the area including Shell Island- a place that means the world to me and thousands of other people! The area and coastline is there to be enjoyed by all and one business seems to be doing everything in its path to ruin the livelihoods of the locals and prevent the public from enjoying it! Quite honestly it's selfish and immoral! The area depends on tourism and this proposal will kill it off, killing the surrounding villages and towns just to profit one business! It's been started in the past that the said business would bring jobs to the surrounding areas but it's obvious that these jobs would not equal the jobs/businesses lost . Snowdonia aerospace are not welcome!	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1S2-G	Local	No	No	No	No	Object	N/A	At no time, in the public documents published, does it state that the seaward side danger areas would not be able to have boats fishing in it. When asked at Llanbedr drop in day, xxxxx xxxxx said boats will not be allowed and that a "NOTAM to BOATS", his exact words would be issued. This is a person that is the Airfield manager!!!! this information has not been made public, nor have any local caught clubs received any information to them, that use this area constantly. SA have not published the "Economic Impact Assessment" showing that commercial fishermen, that have fished in these "proposed" Danger areas for generations, will be affected, and no where has it been published publicly, that these fishermen would be compensated. The danger area at Aberporth is adequate for these UAV's to use, and is fully operational, be it a pain to the commercial fishermen, and is run by the MOD. This new "Proposed "danger area would be run by a civilian company, dictating to other Welsh Citizens what they can and cannot do in an area that SA do not own or have direct line of sight on. Around the UK, their is 1000's of miles square that operate, but also impede the local fishermen, their does not need to be another one here! If UAV companies need to use an area in Wales to test their projects, Aberporth is already set up for it.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
ANON-C1XX-V1SY-Q	Local	No	No	Yes	No	Support	Option 1	House prices could be affected either with an increase or decrease, and there is a question as to whether house insurance premiums could be affected. Development of the site could be great for the local area and we hope that the effect will be positive.	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

ANON-C1XX-V1S6-M	Other	No	No	No	No	Object	N/A	Totally object. The detrimental impact on the local and wider community & businesses has not been given enough consideration.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SW-N	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1S4-J	North Wales	No	No	No	No	Object	N/A	You are stopping a well known camping and villages that rely on tourists to grow and prosper.	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SZ-R	North Wales	No	No	No	No	Object	N/A	We would lose so much countryside and tourism from it! Build the airspace on brown belt land or not at all!	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SP-E	North Wales	No	No	No	No	Object	N/A	It will be detrimental to the local area, businesses and local Welsh people. It will have a direct impact on tourism and livelihood will suffer. This is an area of outstanding beauty and will be distorted by air traffic and who knows what else?	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SA-Y	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SD-2	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SG-5	Other	No	No	No	No	Object	N/A	Tourism in the area would be severely affected. Not the place for this. Move all "dangerous" operations to a more secluded area of which there are several in the country	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SX-P	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SQ-F	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SH-6	Local	No	No	No	No	Object	N/A	Fundamentally this area generates most of its income from tourism and a great proportion of the population rely on this income which is seasonal and at best national living wage. To even contemplate such a radical proposal, in my mind, would be extremely irresponsible especially with the uncertainty over us all. Poverty due to Covid last summer has affected a huge amount of people in this locality and generally the people who would receive recompense are already the fortunate few. For this reason and many others I oppose the idea completely	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1S3-H	Other	No	Yes	Yes	No	Support	Option 1	The use of danger areas is common place around the UK and GATCO see the benefits to flight safety with your proposal. Both designs seem suitable to our limited knowledge of the airspace.	C	No modification suggested
ANON-C1XX-V1SJ-8	Local	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SR-G	Local	No	No	No	No	Object	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.
ANON-C1XX-V1SN-C	Other	No	No	No	No	Object	N/A	It can restrict the use of the beautiful coast line	C	Uninformed / inaccurate comment with no supporting evidence provided. No modification suggested.
ANON-C1XX-V1SE-3	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1SM-B	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1ST-J	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V1S1-F	Local	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
ANON-C1XX-V132-G	Local	No	No	No	No	Neutral	N/A	As a business owner who only operates out at sea carrying passengers in 'the new danger area 'on the map I wouldn't feel happy. There is already a restricted due to Aberporth, That also limits my business out at sea on certain days. Surely one restricted area is enough in Cardigan Bay, Surly with the tourism in Wales with boaters we do not need any more restrictive or danger areas in the bay.	C	SAC can confirm that there is no plan and no current requirement for an associated marine traffic exclusion zone in this area and that all marine activities will be able to continue safely when the Danger Area is active, as has been the case with the Temporary Danger Area over the past five years. This information was shared with Gwynedd Council and published as part of the FAQ following the question being raised at the Open Days
Email 001	Other	No	Yes	No	No	Object	N/A	See Annex 4	C	Mostly uninformed / inaccurate comment with no supporting evidence provided. The D201 ATM issues raised have been addressed as part of the broader discussion with MOD to which QinetiQ was also a party.
Email 002	Local	No	No	No	No	No Comment	N/A	See Annex 4	C	Concerns noted and we believe all are easily mitigated. SAC will continue to work with other stakeholders to coordinate activities and minimise disruption or nuisance as far as is reasonably practicable.

