



CHANGE

1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? *

- Changes to Notified Airspace Design Planned and Permanent Redistribution of Air Traffic

2. Title of proposal

Please enter a title for this intended change, (max 80 characters): *

Spaceport 1 Scolpaig North Uist

- Have you previously submitted a Statement of Need ?

SPONSOR

3. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
 An Unincorporated Association or other body
 Individual (including sole traders and partnerships)

3a. A Company

Registered Company name (in full) *

QinetiQ Limited

Registered Company Number

03796233

Country of Company Registration

United Kingdom

Registered Office Address

Cody Technology Park, Ively Road, Farnborough, Hampshire.

Postcode

GU14 0LX

E-mail

customercontact@qinetiq.com

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name *

[REDACTED]

Requires Airspace Portal Access ?

Telephone *

Email *

Additional Contacts

You can add up to 4 additional contacts

Contact 1

Contact Name *

Requires Airspace Portal Access ?

Telephone *

Email *

STATEMENT OF NEED

4. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

5. Statement of Need

Please provide a brief 'Statement of Need' clearly explaining what issue or opportunity this proposal is seeking to address.

*Further information can be found in CAP1616 **

A consortium led by the local council (Comhairle nan Eilean Siar), comprising Highlands & Islands Enterprise, private investors and QinetiQ, are developing a vertical launch spaceport site, herein known as 'Spaceport 1', at Scolpaig, North Uist on the Western Isles. This site is being developed as an opportunity in support of the UK government's spaceflight programme, 'LaunchUK', which aspires to grow the UK's global market share of the space sector to 10% by 2030 and be at the forefront of small satellite launch.

Spaceport 1 has been the recipient of local government investment to construct a vertical launch spaceport that will enable small satellite launch. Development of the site and future use by operators will generate much needed revenue for local communities. It is envisaged that significant economic return will result from the creation of high quality job opportunities for local residents, direct and indirect financial income and an increase in personnel residing and visiting the area.

The location has been carefully selected in order to minimise disruption to the public and airspace users, the latter through the exploitation of the existing Ministry of Defence (MOD) QinetiQ managed Danger Areas known as the Hebrides Range; the EG D701 complex. Using irreducible spare capacity of the existing Danger Area complex will enable safe testing of suborbital 'sounding rockets' and future small satellite launch rockets. The existing Danger Areas are fully integrated into systems and processes employed by the UK Airspace Management Cell (AMC) and the Eurocontrol Network Manager enabling harmonised and dynamic planning of the Air Traffic Management (ATM) network. Moreover, it is envisaged that QinetiQ will manage any 'new' airspace created under the ACP in exactly the same fashion the Hebrides Range airspace is managed, thereby utilising existing airspace management processes and procedures enabling efficient use of airspace under the Flexible Use of Airspace (FUA) concept. Furthermore, this will facilitate expedient transfer of airspace use from MOD activity to Spaceport operations as well as accommodating short notice changes and, where appropriate, coincident operations.

The Spaceport 1 site at Scolpaig currently lies beneath Class G unregulated airspace but is only a few miles from the EG D701 complex. As rocket launch will pose a risk to other airspace users, there is a requirement to safely segregate such activity to minimise risk. Segregation is normally achieved through the promulgation of temporary reserved airspace activated by a Notice to Airmen (NOTAM). However as the airspace is likely to be needed on a regular basis, the promulgation of a NOTAM detailing the coordinates and control procedures for every launch is probably not appropriate as a long term solution. Furthermore, such temporary airspace is not fully integrated into the airspace management systems and has to be created on a case by case basis thereby increasing workload and by necessity, the notification periods for activation.

It is therefore considered an ACP is required to provide a small fillet of segregated airspace that provides both adequate protection for the spaceport activities and connects the spaceport with the Hebrides Range Danger Areas. It should be noted that the MOD have developed an agreed process for non-MOD activities to be conducted in MOD sponsored Danger Areas such as the Hebrides Range. This formalised process is an enabler that should allow Spaceport 1 to operate, under certain conditions, in the Hebrides Danger Areas. The small fillet of airspace required under the ACP effectively joins the most easterly boundary point of D701E with D701Y, where the latter adjoins D704.

The ACP will enable both sounding rockets to be tested (nominally on a westerly bearing) and small satellite rocket launch to the North; both trajectories maximising the use of the D701 complex.

6. Administrative Changes

Does your proposal represent an administrative change to the Aeronautical Information Publication (Proposed Level 0 change)?

7. Instrument Flight Procedures

Does your proposal have the potential to include a change to and/or new IFPs?

8. Five-Letter Name Codes (5LNC)

Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

9. Additional Information

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals and/or funding deadlines):

The Spaceport 1 consortium has secured several potential operators (UK and international) who wish to launch sounding rockets from the site this year, 2021. It is recognised that the airspace change process is unlikely to be complete within this timescale and a separate application will be necessary to establish a temporary reserved area, or similar, to accommodate these launches in the short term. It is further understood that any temporary airspace can only 'reactivated' on more than one occasion outside a specified period, when there is a formal ACP in progress, thus the need to commence this process as expeditiously as possible.

SUBMISSION INSTRUCTIONS

Submission

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time: **11 Feb 2021 12:44:45 PM**

Application Submission Number: **DAP1916V2-193**

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the [CAA's Airspace Change Portal](#). Please refer to CAP 1706: CAA Airspace Change Portal Sponsor Training Manual provides for further information/guidance on how to use the Airspace Change Portal.

Once your submission has been assigned, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed airspace change. To enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the [CAA website](#).

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.