



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

## Document Details

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Second reviewer and release authorisation		Chief Executive

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## Executive Summary

**This report documents the Consultation Review and Categorisation of Responses as part of the “Stage 3D Collate and Review Responses” element of the Snowdonia Aerospace LLP submission for an Airspace Change Proposal, Reference: ACP-2019-58, Llanbedr Danger Area (DA), under the Civil Aviation Authority (CAA) CAP1616 Airspace Change Process.**

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

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

The two Proposals are independent of each other and are being progressed separately.

The ACP-2020-02, which is specific to supporting ongoing and future military aircraft training, has presently been Paused and was NOT part of the consultation. An opportunity to participate in the consultation of this ACP will follow at some stage in the future.

The consultation and the basis of this document is specific to ACP-2019-58 which is solely in support of the RDT&E opportunities, with a view to creating a permanent Danger Area that will enable Llanbedr Aerodrome to increase support to the RDT&E for next-generation UK aerospace - e.g. drones (particularly non-military “drones for good”), electric aircraft, urban/regional air mobility vehicles, balloons, airships, near-space testing *etc.*

The CAA Civil Aviation Publication CAP1616 defines a six-stage process through to implementation of a permanent airspace change, some of which have more than one step. Snowdonia Aerospace (SAC) has successfully completed the Stage 1 (Define) and Stage 2 (Develop and Assess) Gateways and all the supporting documentation can be found on the CAA Airspace Change Portal<sup>1</sup>. At this point the CAA determined that ACP-2019-58 was confirmed as a Level 1 change. SAC also successfully passed the Stage 3B (Consult) Gateway prior to launching a public consultation that ran from Monday 7<sup>th</sup> December 2020 through to Friday 22<sup>nd</sup> January 2021. The requirements on the Change Sponsor for Stage 3D, Collate and Review Responses, are as follows:

1. Carry out a fair, transparent and comprehensive review and categorisation of consultation responses;
2. Further sub-categorise the responses into those that present information that may lead to a change in the design (from supporting and objecting responses) and illustrate the rationale for any change and those that could not, including those raising issues which are outside the Change Sponsor’s control.

This document addresses both (1) and (2), with all of the responses detailed and categorised in Appendix A and a text description of the review and categorisation process provided in the main body of the report.

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<sup>1</sup> Ref: <https://airspacechange.caa.co.uk/PublicProposalArea?pID=193>

**COMMERCIAL-IN-CONFIDENCE**

The following points summarise the key points from the consultation:

- We received a total of 140 responses, 137 of which were received via the online questionnaire and a further 3 received by post / email. The breakdown of responses to the question, “Do you support the proposed Snowdonia Aerospace Airspace Change Proposal”, was as follows:

Option	Total	Percent
SUPPORT – I support the proposed changes	83	59.29%
NEUTRAL – I neither support nor object	18	12.86%
OBJECT – I object to the proposed changes	36	25.71%
NO COMMENT – I have no comment to make on proposed changes	3	2.14%

**Table 1** – Breakdown of consultation responses supporting, objecting and neutral to the proposed Snowdonia Aerospace Airspace Change Proposal

- All four Key Performance Indicators (KPIs) for the consultation that had been identified in the Stage 3A Consultation Strategy were successfully achieved.
- We adopted a “we asked, you said, we did” approach to setting out the qualitative assessment of consultation responses. To better interpret the comments and recommendations and identify common themes, we brigaded the responses as follows:
  - Local respondents within the DA (postcodes LL42 to LL47), 32 responses
  - Other North Wales respondents (other LL postcodes), 35 responses
  - General and Recreational Aviation respondents, 23 responses
  - Commercial Aviation respondents, 13 responses
  - Professional and Public Body respondents, 21 responses
  - RDT&E community respondents, 30 responses

Note that of the total 140 respondents a number of these have be classified in more than one sub-category – e.g. a local resident could also be part of the General Aviation community etc.

- We identified 7 responses as Category A, which suggested changes to the airspace design that we will use to shape the final ACP submission. These suggestions highlighted two key issues:
  - A need to simplify the definition of the DA sub-divisions on the eastern side of the airfield to make it easier for General Aviation to understand the boundaries of the Danger Area and also to create a wider corridor for north / south transit when the DA is active.
  - A need to clarify airspace management and air traffic management processes for access to / from the D201 Cardigan Bay Danger Area, particularly at the western end of the corridor from Llanbedr and the potential need to deconflict military and civil aviation in this area.
- A further 30 responses were received that will not have a direct impact on the final ACP submission, but which we identified as Category B responses that will form part of the holistic considerations for subsequent implementation and operation of the Danger Area. SAC has provided clarification and identified mitigations for the following issues raised in these responses:
  - Timely notification of DA activation.
  - Weekend and out-of-hours operations.
  - Minimal overland operation, particularly over properties.
  - Minimal disruption to nearby maritime and land-based activities.

All of the above points will be taken forward into the generation of the Stage 4A Options Appraisal (Phase III – Final) and Revised Airspace Design.

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# 1. Introduction

## 1.1. Background

Llanbedr Aerodrome (EGFD), Gwynedd (Figures 1a-1d), is sited on a coastal promontory at the northerly end of Cardigan Bay<sup>2</sup> with bi-directional over-water approaches to the 2000m+ main runway (17/35), which is at an elevation of 8m above mean sea level. There are two additional cross runways 05/23 and 15/33. Under upcoming aerodrome licensing proposals it is currently intended the runways will be 2,188m, 1,199 and 799m respectively. The local geography is predominantly coastal lowland and farmland within Snowdonia National Park that is bounded to the east by the Rhinog mountains, which rise to 756m at a distance of 9500m (approx.) from the main runway. The village of Llanbedr (population 645, 2011 census) is 2000m (approx.) to the north-east of the northern threshold and there's also a transitory population during summer months at the Shell Island campsite (approx. 1000m to the north-west of the main runway northern threshold) and the Dyffryn caravan park (approx. 500m to the south of the main runway southern threshold). The overall population density is consistent with that for Gwynedd as a whole - *i.e.* <50 people per square km<sup>3,4</sup>.



**Fig. 1a** - aerial view looking west



**Fig. 1b** - aerial view looking east



**Fig. 1c** - aerial view looking north



**Fig. 1d** - aerial view looking south

Llanbedr Airfield has a long history and established use for the research, development, test and evaluation (RDT&E) flying activities, particularly associated with the use of target drones, and also as a secondary/tertiary operating site for RAF Valley (EGOV, approx. 58km north/north-west). An Aerodrome Traffic Zone (ATZ)<sup>5</sup> and the original Danger Area D202 supported these activities prior to QinetiQ/MOD vacating the site in 2004, along with extant Danger Area D201, the closest edge of which is 25km (approx.) south-west of Llanbedr<sup>6</sup>.

<sup>2</sup> [View on Google Maps](#)

<sup>3</sup> Ref: [National Statistics Wales, June 2018](#)

<sup>4</sup> Ref: [Annual Lower Super Output Area \(LSOA\) Population Estimates, 2018](#)

<sup>5</sup> Aerodrome Traffic Zone (ATZ) as detailed in Article 5 of the Air Navigation Order, 2016, Ref: [Air Navigation Order, 2016](#)

<sup>6</sup> Ref: <https://www.aurora.nats.co.uk/htmlAIP/Publications/2018-08-02/html/eAIC/EG-eAIC-2018-087-Y-en-GB.html>

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The airfield currently supports an increasing mix of small (<20kg) and light (<150kg) drone RDT&E and General Aviation (GA) operations together with visiting military aircraft (fixed wing and rotary) and others including the search and rescue (SAR) helicopter from Caernarfon (EGCK, approx. 35km north/north-west), Police helicopter and Air Ambulance. The airspace is currently Class G. A local Flight Information Service (FIS) has been provided to support day-to-day operations and a Temporary Danger Area (TDA) has previously been consulted on and implemented as and when required, either as a whole or in part, to support RDT&E activities and provide a safe corridor to D201. There are GA aircraft operations most flyable days with an average of 100 to 200 movements per month. The airfield has also been designated as one of the candidate sites for a UK Spaceport by the Department for Transport (DFT) and Snowdonia Aerospace LLP has recently received a grant award from the UK Space Agency to generate a Horizontal Spaceport Development Master Plan.

### 1.2. Opportunity to be addressed and Statement of Need

Snowdonia Aerospace LLP is continuing to progress and further develop a number of complementary business opportunities at Llanbedr Aerodrome relating to aerospace RDT&E and military aircraft training. To support these operations (and others) action is required to upgrade and formalise the current airspace around the Aerodrome as the present provision is insufficient to meet the identified future need and risks restricting opportunities that are in the strategic economic interest of the UK and Welsh governments and required to sustain long term employment in the region. Snowdonia Aerospace LLP (hereafter also referred to as the Change Sponsor) is therefore developing two Airspace Change Proposals (ACPs) to underpin these activities:

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

The two Proposals are independent of each other and are being progressed separately. The ACP-2020-02, which is specific to supporting ongoing and future military aircraft training, has presently been Paused and has NOT been part of this consultation. An opportunity to participate in the ongoing consultation of this ACP will follow at some stage in the future. This consultation and the basis of this document and the Strategy now being proposed is specific to the ACP-2019-58 which is solely in support of the RDT&E opportunities (and not related to military aircraft training), with a view to creating a permanent Danger Area that will enable Llanbedr Aerodrome to increase support to the RDT&E for next-generation UK aerospace - e.g. drones (particularly non-military drones for good), electric aircraft, urban/regional air mobility vehicles, balloons, airships, near-space testing etc. The Statement of Need for the application is declared as follows:

- *To provide an environment for safe operation of all ongoing aerospace-related Research, Development, Test and Evaluation (RDT&E) activities in the vicinity of Llanbedr Airfield (EGFD) and the ability for associated aircraft to transit safely to/from Danger Area D201 to undertake extended range/endurance/altitude testing (in accordance with extant D201 procedures) without concern for other air traffic.*

The proposal explicitly supports the Airspace Modernisation Strategy (CAP1711) by creating a permanent test zone in which to explore the airspace integration issues associated with new airspace users such as drones that are currently identified as “unknowns” in Chapter 5 of CAP1711.

### 1.3. The cause of the opportunity and associated factors or requirements

The preface to the UK Government Aerospace Industrial Strategy, 2018, states that:

- *‘Environmentally-friendly aircraft will increasingly incorporate electric technologies, and we anticipate more aircraft operating autonomously in the future. New markets for drones and Urban Air Mobility vehicles will be developed. We want the UK to be at the cutting edge of these exciting developments much as we were when Sir Frank Whittle developed the world’s first jet engine’.*



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Llanbedr has long been a UK national asset for aerospace RDT&E and there has been increased demand in recent years given its ideal location for Beyond Visual Line-of-Sight (BVLOS) drone testing. These activities have been satisfied to date by use of a Temporary Danger Area, but both customer demand and the need for confidence and reliance are now such that an application for a Permanent Airspace Change is warranted. The combination of safety, operational, technical and environmental factors already pertaining to low volume RDT&E activities is not expected to change.

Moving to a permanent Danger Area will allow an increase in throughput to satisfy the market need and provide UK businesses in these sectors with a surety of being able to operate in the UK on a reactive basis. Many UK businesses have chosen to undertake their testing abroad due to the uncertainties around availability of adequate and appropriate commercial trials environments. Figures 2a – 2f below gives an indication of some of the wide variety of novel aerospace systems and applications that have previously been tested at Llanbedr Aerodrome and which would benefit from a permanent Danger Area to help accelerate development and commercial exploitation.



**Fig. 2a** – Penguin B used to explore the potential for aeromedical delivery drones



**Fig. 2b** – Vertical Aerospace electric Urban Air Mobility (UAM) vehicle



**Fig. 2c** – Scheibel S100 Camcopter used to explore the potential for search/rescue drones



**Fig. 2d** – Astigan solar-powered high altitude, long endurance (HALE) vehicle



**Fig. 2e** – C-Astral Bramor used to explore the potential for mapping and surveying drones



**Fig. 2f** – The view of Cardigan Bay from the B2Space near-space testing balloon

## 2. Summary of Consultation Process

### 2.1. CAP1616 requirements and document scope

The CAA Civil Aviation Publication CAP1616<sup>7</sup> provides guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information.

CAP1616 defines a six-stage process through to implementation of a permanent airspace change, some of which have more than one step. However, it is recognised that requested airspace changes can vary hugely in size, scale and complexity and this variation has led the CAA to scale the process accordingly (CAP1616, Para. 50). Furthermore, the CAA will consider requests from the Change Sponsor for additional scaling of the process when there is a good reason and it is proportionate to do so.

Snowdonia Aerospace successfully completed Stage 1 (Define) and Stage 2 (Develop and Assess) and at this point the CAA also determined that ACP-2019-58 was confirmed as a Level 1 change.

Having passed the Develop and Assess Gateway Review, Stage 3 is where the Change Sponsor prepares and launches the formal public consultation. The consultation phase is a key part of the airspace change process, allowing the Change Sponsor to gather information and to understand views about the impact of a particular proposal, and also allowing stakeholders and interested parties to provide relevant and timely feedback to the Change Sponsor.

The Change Sponsor prepares the required set of consultation documentation at Stage 3A, which is then reviewed by the CAA at Stage 3B. Completion of Stage 3B forms the third Consult Gateway in the process. The Change Sponsor then launches the consultation (Step 3C) and collates and reviews the responses (Step 3D).

All of the supporting documentation for Stages 1 to 3 can be found on the CAA Airspace Change Portal<sup>8</sup>.

The remainder of this section summarises the Stage 3A Consultation Documentation and Stage 3C Consultation Process as context for the Consultation Review itself. Section 3 details the Stage 3D Consultation Review and Categorisation of Responses with all of the responses detailed and further sub-categorised in Appendix A.

### 2.2. Summary of the Stage 3A consultation documentation

Four primary documents were made available via the CAA Airspace Change Portal to provide all stakeholders and interested parties with sufficient information to form a reasonable understanding of the proposal before submitting a response.

- i. Consultation Document: The main Consultation Document introduced the CAA Airspace Change Process and an explanation of the purpose of the ACP-2019-58 consultation. It then described the specifics of the proposal, including the baseline situation, the airspace design options considered and its suggested benefits and impacts. It concluded with a description of how stakeholders can participate. The Consultation Document sought to make it clear to all Stakeholders that the consultation related solely to ACP-2019-58 seeking a Permanent DA to support RDT&E operations and did not relate to ACP-2020-02 which is specific to supporting ongoing and future military aircraft training. It also sought to make it clear to non-aviation Stakeholders that “Permanent” refers only to the designation of the airspace and that any Danger Area will only be active during specified and limited times of use and will be open as Class G Airspace at all other times.

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<sup>7</sup> Ref: [https://publicapps.caa.co.uk/docs/33/CAP1616\\_Airspace%20Change\\_Ed\\_3\\_Jan2020\\_interactive.pdf](https://publicapps.caa.co.uk/docs/33/CAP1616_Airspace%20Change_Ed_3_Jan2020_interactive.pdf)

<sup>8</sup> Ref: <https://airspacechange.caa.co.uk/PublicProposalArea?piD=193>

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- ii. Options Appraisal: A Full Options Appraisal, which included detailed environmental analysis of noise and emission impacts, was also provided as a standalone document and a summary was included in the main Consultation Document;
- iii. Easy Read Guide: SAC recognised that the majority of stakeholders are non-aviation specialists and hence we tried to include a non-technical explanation of the airspace change as far as is reasonably practicable. A short “Easy Read Guide” was also produced in both English and Welsh as an adjunct to the main Consultation Document to provide a summary of the key issues;
- iv. Consultation Strategy: The Consultation Strategy detailed the scale, nature and timescales of the consultation (see also Section 2.4).

### 2.3. Consultation stakeholders

The following sub-sections detail the various group of stakeholders that were contacted directly during the consultation process.

#### 2.3.1. Non-Aviation stakeholders

These stakeholders are known to be primarily interested in understanding the growth plans for Snowdonia Aerospace Centre, the potential benefit to the local economy and job creation and determining whether they are likely to experience a significant change in noise exposure or whether they are likely to be overflowed by aircraft.

- a) Local Communities: SAC consulted local communities through both regional representatives and Community / Town / Parish Councils, along with public promotion of the consultation through local press and media. Individuals and organisations were encouraged to directly submit a response to the consultation;
- b) Regional and Combined Authorities: All of the key regional councils who were engaged during Stage 1 and Stage 2 were contacted directly and asked to respond to the consultation, including the Member of Parliament (MP) and Welsh Government representatives who have interests in the area. The list of regional and national representative stakeholders that SAC engaged with can be found in Appendix B.
- c) Community / Town and Parish Councils: SAC also contacted directly the Town, Parish and Community Councils that represent communities at the local level, most of whom were also involved in the Stage 1 and Stage 2 engagement. The full list of civil authorities that SAC engaged with can be found in Appendix B.
- d) Local Landowners (particularly those abutting the airfield): SAC also specifically contacted directly the local landowners in the area particularly those abutting the airfield. Details of these are shown at Appendix B.

#### 2.3.2. Aviation stakeholders

Most of the aviation stakeholders were involved in the Stage 1 and Stage 2 engagement and are known to be interested in the number of days of activation of the Danger Area, the Air Traffic Management (ATM) procedures that will be put in place, and the Flexible Use of Airspace (FUA).

- a) SAC-based Operators: SAC consulted directly with business and General Aviation users that operate from the airfield. These have been listed in Appendix B;
- b) Local General Aviation: SAC consulted directly with General Aviation airspace users that were identified as operating in proximity of the proposed changes as listed in Appendix B;
- c) Ministry of Defence: SAC consulted directly with the MOD as a mandatory stakeholder in all airspace changes, via the Defence Airspace and Air Traffic Management organisation (through the auspices of the NATMAC) and directly to local military airfields whose operations may be affected by the proposed changes. A list of the military stakeholders is included in Appendix B;

- d) Air Navigation Service Providers: SAC consulted directly with relevant Air Navigation Service Providers (ANSP) as listed in Appendix B.
- e) National Organisations: SAC consulted directly with National Organisations with aerospace / aviation interests as listed in Appendix B.

### 2.3.3. Environmental stakeholders

SAC consulted directly with organisations with a known interest in environmental matters (e.g. noise, local air quality, tranquillity and ecology) as listed in Appendix B.

## 2.4. Summary of the Stage 3C consultation

The following sub-sections detail the key steps that were laid out in the Stage 3A Consultation Strategy, approved by the CAA at the Stage 3B Consult Gateway Assessment Review on the 27<sup>th</sup> November 2020 and then executed by SAC as part of the Stage 3C Consultation during December 2020 and January 2021.

### 2.4.1. Pre- and post-launch briefings and meetings

SAC conducted a number of both pre-launch and post-launch online briefings / meetings with key local stakeholder groups:

- Snowdonia Enterprise Zone Oversight Board, 22<sup>nd</sup> October 2020.
- Local Town, Parish and Community councillors 30<sup>th</sup> November 2020.
- Gwynedd Council, 3<sup>rd</sup> December 2020.
- Local Airport Operators stakeholders from RAF Valley / Mona, Caernarfon, Welshpool and Talybont / Peniarth, West Wales and John Lennon Liverpool airfields / airports, 8<sup>th</sup> December 2020.
- RAF Valley Community, 11<sup>th</sup> January 2021.
- MOD DAATM, 15<sup>th</sup> January 2021.
- Snowdonia Society, 20<sup>th</sup> January 2021.
- CAA Airspace Regulation, 27<sup>th</sup> January 2021.

Minutes from each of these meetings are gathered together in Annex 1.

### 2.4.2. Launch

The consultation was launched on Monday 7<sup>th</sup> December 2020 via the CAA Airspace Change Portal:

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

A copy of the online Consultation Questionnaire can be found in Appendix C.

SAC contacted the stakeholders listed in Appendix B as soon as the consultation was launched to make them aware that they could record their response. We maintained a record of correspondence with all stakeholders throughout the process and this material is also included in Annex 1.

### 2.4.3. Promotion

SAC issued a press release on Monday 7<sup>th</sup> December 2020 containing information about the consultation and directing interested parties to the CAA portal and the in-person stakeholder events (see 2.4.4). We used our existing database of media outlets, including BBC Wales (television, radio and online), Cambrian News and the Daily Post / North Wales Live (print, online) to ensure a series of public promotions throughout week commencing 7<sup>th</sup> December that included all media covering the area likely to be affected by the proposed changes, and also including relevant nationwide aviation publications / websites. We also used our own social media channels to broadcast the message. Details of the promotional activities are recorded in Annex 2.

#### 2.4.4. Stakeholder events

Following on from the press / media promotion of the consultation on Monday 7th December, SAC held a series of follow-up stakeholder events at Snowdonia Aerospace Centre from 10am to 4pm on Thursday 10th December and Friday 11th December and 10am to 2pm on Saturday 12th December to allow people to drop-in and discuss the consultation in person. Friday 11th December was designated as a Welsh language event and we had a translator available to facilitate questions and answers. Further details of the stakeholder engagement events are discussed in Section 3 and recorded in Annex 3.

#### 2.4.5. Postal submissions

Interested parties were also be able to submit a postal response to the consultation. The consultation postal address was available online, within the consultation document, and was included as part of the press release. Copies of postal responses (and transcripts of the online responses that were too long to be recorded in the Appendix A spreadsheet) are gathered together in Annex 4.

#### 2.4.6. Reminders to stakeholders

Email reminders were sent to all of the stakeholders listed in Appendix A on Monday 21<sup>st</sup> December 2020, and the 5<sup>th</sup>, 11<sup>th</sup> and 18<sup>th</sup> January 2021. A record of these reminders is also included in Annex 1.

A general public reminder was published in the Cambrian News on the 14<sup>th</sup> January 2021 and via the Gwynedd Council social media feeds on the 05<sup>th</sup> January 2021 and via SAC facebook page on the 04<sup>th</sup> and 18<sup>th</sup> January 2021. Records of these reminders are also included in Annex 2.

#### 2.4.7. Response processing

SAC maintained a live record of responses during the consultation (Appendix A) and used this to determine progress of the consultation against Key Performance Indicators (KPIs) and proactively target the reminders accordingly. The KPIs were as follows:

1. Feedback received from each of the key stakeholder groups identified in Section 2.3 and Appendix B;
2. A response rate from the direct engagement of stakeholders in Appendix B that was commensurate with previous engagements relating to the Temporary Danger Area and the Stage 1 and Stage 2 engagement (see also Section 3.1);
3. Proof of local media publicity (see also Section 2.4.3);
4. Attendance record for the public stakeholder events (see also Section 2.4.4).

SAC also posted responses in English and Welsh to Frequently Asked Questions (FAQs) on the portal where common themes emerged. A copy of final update to the FAQ is included in Annex 1.

### 3. Consultation review and categorisation of responses

#### 3.1. Consultation statistics

The consultation opened at 0000 hours Monday 7<sup>th</sup> December 2020 (midnight Sunday) and closed at 2400 hours on Friday 22<sup>nd</sup> January 2021 (midnight Friday), at which point we had received a total of 140 responses. Of these, 137 were received via the online questionnaire (Appendix C) and a further 3 were received by post / email. The breakdown of responses to Question 8, “Do you support the proposed Snowdonia Aerospace Airspace Change Proposal”, was as follows:

Option	Total	Percent
SUPPORT – I support the proposed changes	83	59.29%
NEUTRAL – I neither support nor object	18	12.86%
OBJECT – I object to the proposed changes	36	25.71%
NO COMMENT – I have no comment to make on the proposed changes	3	2.14%

**Table 1** – Breakdown of consultation responses supporting, objecting and neutral to the proposed Snowdonia Aerospace Airspace Change Proposal

We received a steady stream of responses throughout the consultation period and as of 1800 hours on the final day of the consultation we had only received 11 objections, but a further 25 objections were received in the final six hours as the result of coordinated action by a local business. This is discussed further in Section 3.3.1. A summary of all 140 responses can be found in Appendix A and a breakdown of responses to all 11 of the questions in the questionnaire (auto-generated from the consultation portal for the 137 online responses) can be found in Appendix D.

#### 3.2. Review of Key Performance Indicators

The Key Performance Indicators (KPIs) for the consultation were defined ahead of time in the Stage 3A Consultation Strategy and performance against each is detailed below:

##### 1. Feedback received from each of the key stakeholder groups identified in Appendix B

We received multiple responses from each of the key stakeholder groups identified in Appendix B and this KPI is deemed to have been satisfied. To better interpret the comments and recommendations and identify common themes, we re-brigaded the responses as follows:

- Local respondents within the DA (postcodes LL42 to LL47), 32 responses
- Other North Wales respondents (other LL postcodes), 35 responses
- General and Recreational Aviation respondents<sup>9</sup>, 23 responses
- Commercial Aviation respondents<sup>10</sup>, 13 responses
- Professional and Public Body respondents<sup>11</sup>, 21 responses
- RDT&E Community respondents<sup>12</sup>, 30 responses

<sup>9</sup> We defined General and Recreational Aviation as individuals whose primary aviation activity is pleasure.

<sup>10</sup> We defined Commercial Aviation operators to be those organisations whose primary business is aviation or relies on aviation. This includes airlines, airfields, airborne emergency services operators, flying schools, MOD etc.

<sup>11</sup> We defined Professional and Public Bodies as those organisations that represent multiple other individuals and organisations – e.g. trade associations, local councils, Government and other agencies etc.

<sup>12</sup> We defined the RDT&E Community as organisations who have previously conducted RDT&E activities at Llanbedr or who have expressed an interest in doing so when the Permanent Danger Area is approved.

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Note that of the total 140 respondents a number of these have been classified in more than one sub-category – e.g. a local resident could also be part of the General Aviation community etc.

### 2. A response rate from the direct engagement of stakeholders in Appendix B that was commensurate with previous engagements relating to the Temporary Danger Area and the Stage 1 and Stage 2 engagement

The number of responses to this consultation far exceeded that for any of the previous airspace change engagement activities relating to Llanbedr Airfield. For comparison:

- A previous 5-week, pre-CAP1616 consultation, conducted in August 2014 to support the original Temporary Danger Area, was sent to 87 aviation and non-aviation stakeholders. Of these 87, 71 (82%) did not respond, 5 (6%) supported the proposal, 9 (10%) were neutral, and 2 (2%) objected to the proposal. This equated to an 18% response rate.
- The ACP-2019-58 Stage 1 and 2 engagement process reached out to 200+ aviation and non-aviation stakeholders in May and June 2020. This resulted in a total of 36 independent responses, of which 29 (81%) supported the proposal, 7 (19%) were neutral, and 0 (0%) objected to the proposal. This also equated to an 18% response rate.

We had 74 responses from the stakeholder organisations listed in Appendix B (a total of 173 Stakeholder Organisations as listed) and a further 66 responses from individuals. This KPI is deemed to have been satisfied. In relation to Stakeholders listed in Appendix B this equated to a 43% response rate, a 300% increase on response rates from early consultations.

### 3. Proof of local media publicity

The original SAC press release and / or follow-up reminders were featured in the following publications:

- Cambrian News (both pre- and post-Christmas / New Year)
- Gwynedd Council website and social media feed (both pre- and post- Christmas / New Year)
- ARPAS-UK website and social media feed (drone trade association)
- sUAS News website (drone magazine)
- UAS Vision website (drone magazine)
- Pilot website (GA magazine)
- Flyer website (GA magazine)
- Snowdonia Aerospace social media feed (both pre- and post- Christmas / New Year)
- A number of other publications including Aerospace Testing International, North Wales Chronicle, Insider Media and Microlight Flying Magazine

This KPI is deemed to have been satisfied and copies / prints of the various media publications are included in Annex 2.

### 4. Attendance record for the public stakeholder events

In addition to the press / media promotion, SAC also held a series of follow-up stakeholder events at Snowdonia Aerospace Centre from 1000 to 1600 hours on Thursday 10<sup>th</sup> December and Friday 11<sup>th</sup> December and 1000 to 1400 hours on Saturday 12<sup>th</sup> December to allow people to drop-in, view a poster presentation illustrating a range of details associated with the proposed Airspace Change and its use and discuss the consultation in person. Friday 11<sup>th</sup> December was designated as a Welsh language event and we had a translator available to facilitate questions and answers.

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The events were held in the Main Hangar at the Snowdonia Aerospace Centre with a one-way pedestrian system in place inside and outside to ensure adequate social distancing in line with the Covid-19 best practice for public events that were in force at the time (after the Welsh “firebreak” and second UK lockdown and before the third UK lockdown). We received 43 visitors in total across the three days, which represented a constant stream of 2 to 3 people throughout each day who on average stayed for an hour at a time.

This KPI is deemed to have been satisfied and a redacted attendee list along with copies of the poster presentation are included in Annex 3.

### 3.3. Summary of key feedback issues

At a high level, CAP1616 requires the Change Sponsor to adopt a “we asked, you said, we did” approach to setting out its qualitative assessment of consultation responses. The following sub-sections summarise the “we asked, you said” input element of the consultation for each of the sub-groups of respondents – e.g. Locals, North Wales, General & Recreational Aviation, Commercial Aviation, Professional & Public Bodies and RDT&E Community. Sections 3.4 and 3.5 then describe a further categorisation of responses that will shape the “we did” output element of the consultation.

#### 3.3.1. Local respondents

There was a total of 32 responses from local residents within the Danger Area (postcodes LL42 to LL47) with a breakdown as follows:

Option	Total	Percent
SUPPORT – I support the proposed changes	19	59.37%
NEUTRAL – I neither support nor object	3	9.38%
OBJECT – I object to the proposed changes	8	25.00%
NO COMMENT – I have no comment to make on the proposed changes	2	6.25%

**Table 2** – Breakdown of consultation responses supporting, objecting and neutral to the proposed Snowdonia Aerospace Airspace Change Proposal from local respondents

A significant majority of the local responses were in support of the ACP, recognizing that aviation has long been part of the local environment - and a positive source of interest to many - and that the airfield is beneficial to the local economy. This was a view that was echoed a number of times in person at the stakeholder open days.

The number of objections increased from 3 to 8 in the last hours of the consultation as the result of coordinated action by one local business. This action also generated a further 20 objections from respondents out of the area, many from 50+ miles away. Most of the objections were completely unfounded - not least that the assertion that activities at the airfield would force other local businesses to close - but the fundamental issue of concern was continued access to the beach and inshore area for tourist and recreational activities. This issue was raised at the open days and also via the Maritime Unit of Gwynedd Council. SAC responded directly to Gwynedd Council in December and at the same time published the following answer as part of the “Frequently Asked Questions” on the Airspace Change Portal for all other respondents:



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*“We 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. The flying operations that will be conducted from Llanbedr aren’t in themselves inherently dangerous, but because some of the experimental aircraft are unable to comply fully with the requirements of the Air Navigation Order (ANO), the Civil Aviation Authority (CAA) requires these activities to be contained within segregated airspace – i.e. a Danger Area in CAA nomenclature. All of the aircraft that will fly within the Danger Area will also require separate CAA approval of their Operating Safety Case (OSC). If the review of an OSC were to identify a need to temporarily exclude marine traffic then we would seek to provide as much notice as possible and to negotiate with stakeholders to minimise the impact on other maritime activities, both in terms of minimising the geographic area and the duration of operation. However, we anticipate that any such requirement will only be in very rare and exceptional circumstances.*

*In a similar manner to maritime operations, there will also be no constraints on land access around the airfield when the Danger Area is activated - e.g. public footpaths etc. - apart from in the same rare and exceptional circumstances. We will also continue to work closely with Gwynedd Council and local Community Councils on matters relating to the airfield.”*

Local respondents did not consider any noise resulting from proposed activities using the DA as a significant issue other than to note that the activities of some powered paragliders and the military training aircraft from RAF Valley, particularly the Texan T1s, were occasionally considered a nuisance. These aircraft operations are not associated with Snowdonia Aerospace Centre nor the proposed DA and are beyond our control.

Other issues raised by local residents, which we believe have already been or will easily be mitigated, are as follows:

- Minimal overland operation, particularly over properties → To address and mitigate against this SAC can confirm that overland operations will constitute a small minority of DA activities and that we will continue to work with local stakeholders to coordinate activities and minimise any perceived disruption or nuisance as far as is reasonably practicable. We are proposing to adopt a multi-layer approach to minimise any considered impact: (i) a very small number of days when the DA will be activated over land, (ii) sorties will be kept as short as possible on those days, (iii) operating height will be assessed to minimise residual noise above daytime rural ambient, and (iv) we will avoid all together any site that is identified as being particularly sensitive. We can also assure local residents that we will not schedule any novel aerospace activities to overfly their properties.
- Priority access for emergency services → SAC have repeatedly confirmed that this is already guaranteed and emergency services will take priority at all times.
- No military activity → To address and mitigate against this SAC can reiterate and confirm the primary focus for and the basis of the SAC Masterplan, as discussed in Section 1.2, is to increase support to the RDT&E for next-generation UK aerospace - e.g. drones (particularly non-military drones for good), electric aircraft, urban/regional air mobility vehicles, balloons, airships, near-space testing etc.

The consultation process was a valuable exercise in community engagement, particularly the open days, and SAC has noted that an increased level of information sharing will be appreciated by the local community.

### 3.3.2. North Wales respondents

There was a total of 35 responses from other parts of North Wales (other LL postcodes) with a breakdown as follows:

Option	Total	Percent
SUPPORT – I support the proposed changes	14	40.00%
NEUTRAL – I neither support nor object	7	20.00%
OBJECT – I object to the proposed changes	14	40.00%
NO COMMENT – I have no comment to make on the proposed changes	0	0.00%

**Table 3** – Breakdown of consultation responses supporting, objecting and neutral to the proposed Snowdonia Aerospace Airspace Change Proposal from North Wales respondents

There were an equal number of supporter and objectors in the wider North Wales communities, but among the supporters were Gwynedd Council, the Snowdonia Enterprise Zone Board, the North Wales Economic Ambition Board, the North Wales and Mersey Dee Business Council and North Wales Tourism, which reinforces the business value of the ACP in support of the SAC Masterplan and its potential impact on the local and regional economies.

Again, 7 of the 14 objections were as a result of coordinated action. Issues raised by the objectors under this heading, and some of the neutral responses, were in relation to overland operations and military activity as discussed above. The same mitigation actions as referred to above will seek to address these issues.

**3.3.3. General and recreational aviation respondents**

There was a total of 23 responses from General Aviation and recreational aviation stakeholders with a breakdown as follows:

Option	Total	Percent
SUPPORT – I support the proposed changes	15	65.22%
NEUTRAL – I neither support nor object	6	26.09%
OBJECT – I object to the proposed changes	2	8.69%
NO COMMENT – I have no comment to make on the proposed changes	0	0.00%

**Table 4** – Breakdown of consultation responses supporting, objecting and neutral to the proposed Snowdonia Aerospace Airspace Change Proposal from the General Aviation and recreational aviation stakeholders

The General Aviation and recreational aviation community is broadly supportive of the ACP, recognising the value of an active and sustainable airfield to all aviation stakeholders. The main issues raised for all respondents, which again we believe are easily mitigated, are as follows:

- Redefinition of the DA boundaries to the east of the airfield to better allow GA aircraft to transit north-south → this issue is recognised by SAC and is addressed in more detail in Section 3.5;
- Timely notification of DA activation → To address and mitigate against this SAC can confirm that activation via Notice to Airmen (NOTAM) will be provided 24 hours in advance and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM.

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- Weekend and out-of-hours operations will be available for general and recreational aviation activities → To address and mitigate against this SAC can confirm that normal operating hours for novel aerospace activities within the DA will be 0800 to 1700, Monday to Friday, apart from rare and exceptional circumstances and operational parameters which would result in a requirement to access the DA outside of these times.

**3.3.4. Commercial aviation respondents**

There was a total of 13 responses from commercial aviation stakeholders - airlines, airfields, air navigation service providers, airborne emergency services operators, flying schools, MOD etc. - with a breakdown as follows:

Option	Total	Percent
SUPPORT – I support the proposed changes	6	46.15%
NEUTRAL – I neither support nor object	4	30.77%
OBJECT – I object to the proposed changes	2	15.38%
NO COMMENT – I have no comment to make on the proposed changes	1	7.70%

**Table 5** – Breakdown of consultation responses supporting, objecting and neutral to the proposed Snowdonia Aerospace Airspace Change Proposal from commercial aviation stakeholders

The responses and issues raised by the commercial aviation stakeholders broadly followed those of General Aviation and recreational aviation stakeholders, with the exception of MOD and West Wales Airport who both raised objections with regard to airspace and air traffic management processes for access to / from the D201 Cardigan Bay Danger Area. MOD is also concerned with deconfliction between military and civil aviation as a result of Llanbedr Danger Area activation. SAC recognises that further clarification is required and these issues are addressed in more detail in Section 3.5.

**3.3.5. Professional and public body respondents**

There was a total of 21 responses from professional and public body stakeholders - e.g. trade associations, local councils, Government and other agencies etc. - with a breakdown as follows:

Option	Total	Percent
SUPPORT – I support the proposed changes	14	66.67%
NEUTRAL – I neither support nor object	5	23.81%
OBJECT – I object to the proposed changes	1	4.76%
NO COMMENT – I have no comment to make on the proposed changes	1	4.76%

**Table 6** – Breakdown of consultation responses supporting, objecting and neutral to the proposed Snowdonia Aerospace Airspace Change Proposal from professional and public bodies

Stakeholders representing professional and public bodies are mostly supportive of the ACP, again recognising the business value of the ACP in support of the SAC Masterplan, its potential impact on the local and regional economies and its benefit to the UK aerospace industry. Some respondents raised the issue of overland flight and military activity, as discussed before, but we believe these are easily mitigated and addressed as also highlighted previously.

The single objection was from the MOD (who we have duplicated within this section and the above section). SAC further address the issues raised by MOD in Section 3.5

**3.3.6. RDT&E community respondents**

There was a total of 30 responses from stakeholders who have previously conducted RDT&E activities at Llanbedr or who have expressed an interest in doing so when the Permanent Danger Area is approved. The breakdown of these responses is as follows:

Option	Total	Percent
SUPPORT – I support the proposed changes	30	100.00%
NEUTRAL – I neither support nor object	0	0.00%
OBJECT – I object to the proposed changes	0	0.00%
NO COMMENT – I have no comment to make on the proposed changes	0	0.00%

**Table 7** – Breakdown of consultation responses supporting, objecting and neutral to the proposed Snowdonia Aerospace Airspace Change Proposal from RDT&E stakeholders

The RDT&E community were 100% in support of the Llanbedr DA proposal, and it reinforces the consensus that the chosen design, with a few minor refinements (see Section 3.5), is a well-balanced design that meets the needs of many different stakeholders and is a major asset to the UK aerospace industry.

Three respondents requested an increase in the volume of the Danger Area to support specific future trial activities, but these are considered outwith the scope of the ACP-2019-58 application and will have to be subject to a separate Temporary Danger Area application if required.

**3.4. Categorisation of responses**

In addition to the informal sub-categorisations applied to the response data by SAC to aid interpretation of the feedback, the CAP1616 process also requires us to formally categorise the data into those responses which may impact the final ACP and those responses which do not impact the ACP. Responses which provide information that could impact on the ACP will fall into two further sub-categories, those which do lead to changes and those which do not.

For the purposes of ACP-2019-58, and given the unique aspects of a Danger Area compared to other airspace constructs, we have applied the CAP1616 categorisations to the consultation data in Appendix A as follows:

- A. Responses that will impact the final ACP submission: We have applied this characterisation to identify those responses that will have a direct impact on definition of the Danger Area boundaries and the airspace management procedures that will be proposed as part of the final ACP submission. A total of 7 responses have been determined to fall into Category A and are discussed further in Section 3.5;
- B. Responses that have not impacted the final ACP submission: We have applied this characterisation to identify those responses which do not have a direct impact on the final ACP submission, but which will form part of the holistic considerations for subsequent implementation and operation of the Danger Area. A further 30 responses have been determined to fall into Category B and are discussed further in Section 3.6;
- C. Responses that do not impact the final ACP submission: We have applied this definition in terms of those responses which do not have relevance to the final ACP submission or the subsequent implementation and operation of the Danger Area. This encompasses the remaining 103 responses. In 61 of these cases the respondent provided no supporting comment (either positive

or negative). A further 14 respondents did not provide any supporting evidence for their comments. There were 4 respondents who requested an increase in the physical extent of the Danger Area to support specific trial activities (which will have to be subject to a separate Temporary Danger Area application if required) or an increase in the functional extent to include military training. These cases were all considered as being beyond the scope of the current ACP-2019-58 application. This left a final group of 24 responses that provided general words of support or raised minor issues where mitigation has already been identified and / or implemented.

### **3.5. Consideration of design changes in light of responses**

#### **3.5.1. Preferred option**

Stakeholders who have previously conducted RDT&E activities at Llanbedr, or who have expressed an interest in doing so when the Permanent Danger Area is approved, were split exactly 50:50 in terms of preference for Design Option 1 or Design Option 2, but overall Design Option 2 was supported or strongly supported by 68 respondents and Design Option 1 was supported or strongly supported by 58 respondents.

SAC considers both options to be practicable for future business, but that Option 2 offers more potential and flexibility for implementing the feedback from the consultation and the principles of “we asked, you said, we did” and hence this Option, with further modification (to become Option #2b), will form the basis for the final ACP airspace design.

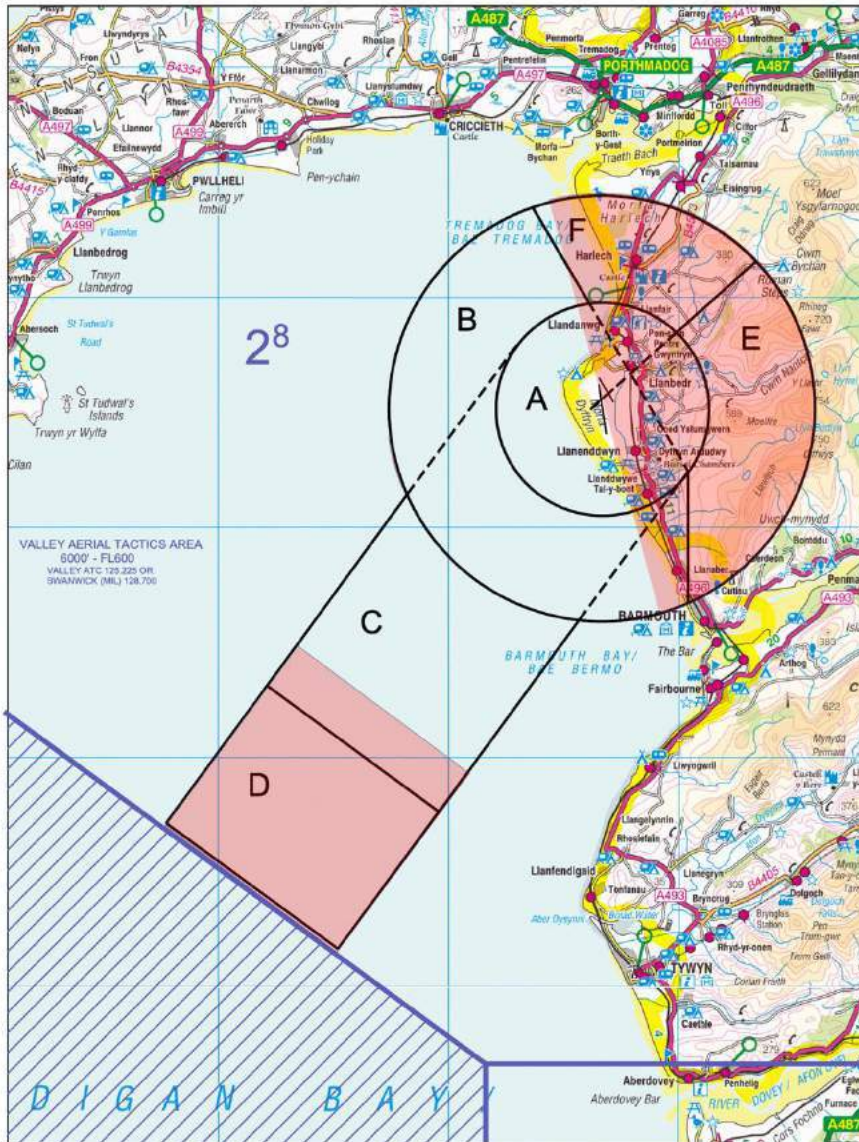
#### **3.5.2. Proposed design changes**

Seven responses were received that suggested changes to the airspace design and which we identified as Category A responses that we will use to shape the final ACP submission. Six of these were received from the General Aviation community and one from MOD.

These suggestions identified two key issues:

- 1) A need to simplify the definition of the DA sub-divisions on the eastern side of the airfield to make it easier for General Aviation to understand the boundaries of the Danger Area and also to create a wider corridor for north / south transit when sub-divisions A, B and / or F of the DA are active.
- 2) A need to clarify the airspace management and air traffic management processes for access to / from the D201 Cardigan Bay Danger Area, particularly at the western end of the corridor from Llanbedr (Area D) and the potential need to deconflict military and civil aviation in this area.

Addressing item (1) will benefit item (2) because making it easier for General Aviation (GA) to pass to the east of the airfield when sub-divisions A, B and / or F of the Danger Area are active will obviate the need for GA to divert far out to the west and consequently leaves this area clear for military aircraft to transit over / under the Llanbedr DA corridor or through the gap between the Llanbedr DA and D201. Modifying the proposed DA sub-divisions on the eastern side of the airfield will also address the issue raised by some respondents in relation to overland operations. Figure 3 shows the approximate areas of Design Option 2, highlighted in red, where the sub-divisions will be refined prior to the final ACP submission as a result of the feedback from consultation. The exact details of the final design will be included in a standalone Stage 4A Revised Design document.



**Figure 3** - the approximate areas of Design Option 2, highlighted in red, that will be refined prior to the final ACP submission as a result of the feedback from consultation

**3.6. Other Issues to be considered**

Thirty responses were received that do not have a direct impact on the final ACP submission, but which we identified as Category B responses that will form part of the holistic considerations for subsequent implementation and operation of the Danger Area. These responses were received from a variety of stakeholders and pick up on key themes that were repeated a number of times. SAC has already identified these issues and appropriate mitigations as follows:

- Timely notification of DA activation → SAC can confirm that activation via Notice to Airmen (NOTAM) will be provided 24 hours in advance and the DA will only be active for the minimum time necessary. Airfield contact details will be included in the NOTAM.
- Weekend and out-of-hours operations will be available for general and recreational aviation activities → SAC can confirm that normal operating hours for novel aerospace activities within the DA will be 0800 to 1700, Monday to Friday, apart from rare and exceptional circumstances and operational parameters which would result in a requirement to access the DA outside of these times.

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- Minimal overland operation, particularly over properties → SAC can confirm that overland operations will constitute a small minority of DA activities and that we will continue to work with local stakeholders to coordinate activities and minimise any perceived disruption or nuisance as far as is reasonably practicable. We are proposing to adopt a multi-layer approach to minimise any considered impact: (1) a very small number of days when the DA will be activated over land, (2) sorties will be kept as short as possible on those days, (3) operating height will be assessed to minimise any residual noise above daytime rural ambient, and (4) we will avoid all together any site that is identified as being particularly sensitive. We can also assure local residents that we will not schedule any novel aerospace activities to overfly their properties.
- Minimal disruption to nearby maritime and land-based activities → 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. In a similar manner to maritime operations, there will also be no constraints on land access around the airfield when the Danger Area is activated - *e.g.* public footpaths *etc.* If a need arose for an exclusion area beyond the airfield boundary we would seek to provide as much notice as possible and to negotiate with stakeholders to minimise the impact on other activities, both in terms of minimising the geographic area and the duration of operation. However, we anticipate that any such requirement will only be in very rare and exceptional circumstances. We will also continue to work closely with Gwynedd Council and local Community Councils on matters relating to the airfield.

Implicit in all of the above is continued informal dialogue with all interested parties and a formal collective decision making (CDM) strategy for airspace management issues implemented through Letters of Agreement with key stakeholders.

This concludes the consultation review and categorisation of responses.

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Appendix A – Categorisation of responses

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
<a href="#">ANON-C1XX-V132-G</a>	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.	B	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
<a href="#">ANON-C1XX-V1A1-W</a>	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
<a href="#">ANON-C1XX-V1A2-X</a>	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.
<a href="#">ANON-C1XX-V1A3-Y</a>	Other	No	Yes	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1A4-Z</a>	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1AC-F</a>	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
<a href="#">ANON-C1XX-V1AF-J</a>	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
<a href="#">ANON-C1XX-V1AH-M</a>	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1AN-T</a>	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
<a href="#">ANON-C1XX-V1AP-V</a>	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
<a href="#">ANON-C1XX-V1AY-5</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1AZ-6</a>	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested



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Continued:

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
<a href="#">ANON-C1XX-V1C1-Y</a>	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.	B	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
<a href="#">ANON-C1XX-V1C2-Z</a>	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1C3-1</a>	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	Comment acknowledged. No modification suggested
<a href="#">ANON-C1XX-V1C3-3</a>	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.

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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
<a href="#">ANON-C1XX-V1C7-5</a>	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 aggrevated 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	Comment acknowledged. No modification suggested
<a href="#">ANON-C1XX-V1C8-6</a>	North Wales	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1CA-F</a>	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1CC-H</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1CD-J</a>	North Wales	No	No	Yes	No	Support	Option 2	See Annex 4	C	Comment acknowledged. No modification suggested

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<a href="#">ANON-C1XX-V1CE-K</a>	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	Comment acknowledged. No modification suggested
<a href="#">ANON-C1XX-V1CF-M</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1CG-N</a>	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	Comment acknowledged. No modification suggested

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<a href="#">ANON-C1XX-V1CH-P</a>	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 chwyn 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.  Military training is outwith the scope of the ACP-2019-58 proposal
<a href="#">ANON-C1XX-V1CJ-R</a>	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
<a href="#">ANON-C1XX-V1CK-S</a>	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
<a href="#">ANON-C1XX-V1CM-U</a>	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.  Military training is outwith the scope of the ACP-2019-58 proposal

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<a href="#">ANON-C1XX-V1CP-X</a>	Other	No	No	Yes	No	Neutral	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1CS-1</a>	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.
<a href="#">ANON-C1XX-V1CT-2</a>	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.
<a href="#">ANON-C1XX-V1CU-3</a>	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?	B	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
<a href="#">ANON-C1XX-V1CV-4</a>	Local	No	No	No	No	Object	N/A	See Annex 4	C	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.
<a href="#">ANON-C1XX-V1CW-5</a>	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1CX-6</a>	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	Comment acknowledged. No modification suggested
<a href="#">ANON-C1XX-V1CY-7</a>	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1CZ-8</a>	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.
<a href="#">ANON-C1XX-V1N3-C</a>	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.
<a href="#">ANON-C1XX-V1N4-D</a>	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1ND-W</a>	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1NF-Y</a>	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1NG-Z</a>	Other	No	No	Yes	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1NM-6</a>	Other	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1NN-7</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1NQ-A</a>	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1NR-B</a>	North Wales	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1NT-D</a>	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1NV-F</a>	Local	No	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1P1-C</a>	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1P8-K</a>	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
<a href="#">ANON-C1XX-V1PA-V</a>	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested

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<a href="#">ANON-C1XX-V1PB-W</a>	Local	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1PD-Y</a>	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
<a href="#">ANON-C1XX-V1PH-3</a>	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.
<a href="#">ANON-C1XX-V1PJ-5</a>	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.
<a href="#">ANON-C1XX-V1PT-F</a>	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
<a href="#">ANON-C1XX-V1PW-J</a>	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
<a href="#">ANON-C1XX-V1S1-F</a>	Local	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1S2-G</a>	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, David young 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.	B	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

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<a href="#">ANON-C1XX-V1S3-H</a>	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	Comment acknowledged. No modification suggested
<a href="#">ANON-C1XX-V1S4-J</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1S6-M</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1SA-Y</a>	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1SD-2</a>	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1SE-3</a>	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1SG-5</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1SH-6</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1SJ-8</a>	Local	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1SM-B</a>	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1SN-C</a>	Other	No	No	No	No	Object	N/A	It can restrict the use of the beautiful coast line	C	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1SP-E</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1SQ-F</a>	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1SR-G</a>	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.
<a href="#">ANON-C1XX-V1ST-J</a>	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1SW-N</a>	Other	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1SX-P</a>	North Wales	No	No	No	No	Object	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1SY-Q</a>	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.
<a href="#">ANON-C1XX-V1SZ-R</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1U3-K</a>	North Wales	No	No	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1U4-M</a>	Other	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested

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<a href="#">ANON-C1XX-V1U7-Q</a>	North Wales	Yes	No	No	No	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1U8-R</a>	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1UA-1</a>	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
<a href="#">ANON-C1XX-V1UC-3</a>	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1UD-4</a>	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1UG-7</a>	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.
<a href="#">ANON-C1XX-V1UH-8</a>	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.
<a href="#">ANON-C1XX-V1UJ-A</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
<a href="#">ANON-C1XX-V1UK-B</a>	Other	Yes	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1UN-E</a>	North Wales	No	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1UP-G</a>	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
<a href="#">ANON-C1XX-V1UR-J</a>	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1UW-Q</a>	Other	Yes	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1UZ-T</a>	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



COMMERCIAL-IN-CONFIDENCE

Continued:

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
<a href="#">ANON-C1XX-V1W1-K</a>	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)
<a href="#">ANON-C1XX-V1W2-M</a>	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
<a href="#">ANON-C1XX-V1W5-Q</a>	Local	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1W6-R</a>	North Wales	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1W9-U</a>	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	Comment acknowledged. No modification suggested
<a href="#">ANON-C1XX-V1WB-4</a>	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1WC-5</a>	Other	Yes	No	No	No	Neutral	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1WF-8</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1WG-9</a>	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1WH-A</a>	North Wales	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested

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Continued:

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
<a href="#">ANON-C1XX-V1WP-J</a>	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.
<a href="#">ANON-C1XX-V1WQ-K</a>	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 supporting evidence provided. No modification suggested
<a href="#">ANON-C1XX-V1WS-N</a>	Other	No	Yes	Yes	No	Neutral	N/A	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1WT-P</a>	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.
<a href="#">ANON-C1XX-V1WV-R</a>	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
<a href="#">ANON-C1XX-V1WY-U</a>	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.
<a href="#">ANON-C1XX-V1WZ-V</a>	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
<a href="#">ANON-C1XX-V1X1-M</a>	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	No supporting evidence provided. No modification suggested.
<a href="#">ANON-C1XX-V1X2-N</a>	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
<a href="#">ANON-C1XX-V1X4-Q</a>	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1X6-S</a>	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1X9-V</a>	Other	No	No	Yes	No	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1XC-6</a>	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1XF-9</a>	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested

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Continued:

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
<a href="#">ANON-C1XX-V1XH-B</a>	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.
<a href="#">ANON-C1XX-V1XK-E</a>	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.
<a href="#">ANON-C1XX-V1XH-H</a>	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.
<a href="#">ANON-C1XX-V1XP-K</a>	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.
<a href="#">ANON-C1XX-V1XR-N</a>	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

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Continued:

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
<a href="#">ANON-C1XX-V1XS-P</a>	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.
<a href="#">ANON-C1XX-V1XV-</a>	North Wales	No	No	No	No	Object	N/A	See Annex 4	B	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.
<a href="#">ANON-C1XX-V1XW-T</a>	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1XX-U</a>	Other	No	No	Yes	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1XY-V</a>	Other	No	No	No	Yes	Support	Option 2	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1Y7-U</a>	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1YD-8</a>	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
<a href="#">ANON-C1XX-V1YE-9</a>	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.	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
<a href="#">ANON-C1XX-V1YK-F</a>	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
<a href="#">ANON-C1XX-V1YN-J</a>	Other	No	No	No	No	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1YR-P</a>	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1YT-R</a>	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.	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
<a href="#">ANON-C1XX-V1YW-U</a>	Other	No	No	No	Yes	Support	Option 1	No additional comment provided	C	No modification suggested
<a href="#">ANON-C1XX-V1YX-V</a>	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.

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Continued:

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Email 001	Other	No	Yes	No	No	Object	N/A	See Annex 4	B	The D201 ATM issues raised have been addressed as part of the broader discussion with MOD to which QinetiQ was also a party. No supporting evidence provided for other issues raised.
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.
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.

End.

## Appendix B - List of stakeholders

The following list of stakeholders were party to the CAP1616, ACP-2019-58, Llanbedr Danger Area (DA) engagement process at Stages 1 and 2, and / or have been in contact with Snowdonia Aerospace during the ACP process, and who were also contacted directly as part of the Stage 3 process.

ORGANISATION / PARTY	REPRESENTATIVE	CONTACT DETAILS
<b>AIRPORTS</b>		
ATS Aberporth	[REDACTED]	[REDACTED]
Caernarfon Airport	[REDACTED]	[REDACTED]
Hawarden Airport	[REDACTED]	[REDACTED]
Liverpool John Lennon Airport	[REDACTED]	[REDACTED]
Pembrey Airport	[REDACTED]	[REDACTED]
RAF Valley	[REDACTED]	[REDACTED]
Swanwick	[REDACTED]	[REDACTED]
Talybont Airfield	[REDACTED]	[REDACTED]
Peniarth Airfield	[REDACTED]	[REDACTED]
Welshpool Airport	[REDACTED]	[REDACTED]
West Wales Airport	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
<b>AVIATION OPERATORS / COMPANIES / PILOTS</b>		
Airbourne Solutions Ltd	[REDACTED]	[REDACTED]
Airbus Operations Ltd	[REDACTED]	[REDACTED]
Airbus / Serco	[REDACTED]	[REDACTED]
Bristow Helicopters Ltd	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]

**COMMERCIAL-IN-CONFIDENCE**

	[REDACTED]	[REDACTED]
British Airways (BA)	[REDACTED]	[REDACTED]
Babcock MSC (Onshore)	[REDACTED]	[REDACTED]
BAE Systems Warton	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Castle Air	[REDACTED]	[REDACTED]
Cameron Balloons Ltd	[REDACTED]	[REDACTED]
Pilot / constructor	[REDACTED]	[REDACTED]
Denbigh Gliding	[REDACTED]	[REDACTED]
Eastern Airways	[REDACTED]	[REDACTED]
Electroflight	[REDACTED]	[REDACTED]
Hereford Gliding	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Lindstrand Technologies Ltd	[REDACTED]	[REDACTED]
Local pilot	[REDACTED]	[REDACTED]
London Sailplanes	[REDACTED]	[REDACTED]
London Gliding Club	[REDACTED]	[REDACTED]
Low Fare Airlines	[REDACTED]	[REDACTED]
Midlands Gliding Club	[REDACTED]	[REDACTED]
Mona Flying Club	[REDACTED]	[REDACTED]
Pilot / GA Lobbyist	[REDACTED]	[REDACTED]
National Police Air Services	[REDACTED]	[REDACTED]

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North Wales Air Ambulance	[REDACTED]	[REDACTED]
PDG Helicopters	[REDACTED]	[REDACTED]
QinetiQ	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Rolls Royce	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Snowdon Gliders	[REDACTED]	[REDACTED]
Snowdonia Sky Sports	[REDACTED]	[REDACTED]
Trent Valley Gliding Club	[REDACTED]	[REDACTED]
Thales UK	[REDACTED]	[REDACTED]
Ultra Electronics Ltd	[REDACTED]	[REDACTED]
<b>ENVIRONMENTAL / POLITICAL GROUPS</b>		
Aviation Environment Federation	[REDACTED]	[REDACTED]
Campaign for The Protection of Rural Wales	[REDACTED]	[REDACTED]
Cymdeithas y Cymod	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Farmers Union of Wales	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
National Farmers Union Cymru	[REDACTED]	[REDACTED]



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National Trust	[REDACTED]	[REDACTED]
Snowdonia Society	[REDACTED]	[REDACTED]
<b>LLANBEDR AIRCRAFT OPERATORS / PILOTS</b>		
Pilot	[REDACTED]	[REDACTED]
Pilot	[REDACTED]	[REDACTED]
Pilot	[REDACTED]	[REDACTED]
Pilot	[REDACTED]	[REDACTED]
Pilot	[REDACTED]	[REDACTED]
Pilot	[REDACTED]	[REDACTED]
Pilot	[REDACTED]	[REDACTED]
Pilot	[REDACTED]	[REDACTED]
Skydive Snowdonia	[REDACTED]	[REDACTED]
Pilot	[REDACTED]	[REDACTED]
Snowdonia Flight School	[REDACTED]	[REDACTED]
Pilot	[REDACTED]	[REDACTED]
Whizzard Helicopters	[REDACTED]	[REDACTED]
<b>LOCAL &amp; COUNTY / REGIONAL COUNCIL &amp; GOV</b>		
Assembly Member	[REDACTED]	[REDACTED]
Barmouth Community Council	[REDACTED]	[REDACTED]
Barmouth Town Council	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Busnes@Llandrillo Menai	[REDACTED]	[REDACTED]

**COMMERCIAL-IN-CONFIDENCE**

Cadw	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Country Land & Business Association Wales	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Dyffryn Ardudwy Community Council	[REDACTED]	[REDACTED]
Gwynedd County Council	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Harlech Community Council	[REDACTED]	[REDACTED]
Llanbedr Community Council	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Llanfair Community Council	[REDACTED]	[REDACTED]
MP	[REDACTED]	[REDACTED]
Natural Resources Wales	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
NESTA	[REDACTED]	[REDACTED]

**COMMERCIAL-IN-CONFIDENCE**

North Wales Economic Ambition Board	[REDACTED]	[REDACTED]
North Wales Tourism Board	[REDACTED]	[REDACTED]
Snowdonia Enterprise Zone	[REDACTED]	[REDACTED]
Snowdonia National Park Authority	[REDACTED]	[REDACTED]
Talsarnau Community Council	[REDACTED]	[REDACTED]
Talybont Community Council	[REDACTED]	[REDACTED]
UK Research & Innovation (UKRI)	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Visit Wales	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Welsh Government	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Welsh Office	[REDACTED]	[REDACTED]
<b>LOCAL LANDOWNERS / FARMERS</b>		
Argoed Farm	[REDACTED]	[REDACTED]
Bailey Sand Partners	[REDACTED]	[REDACTED]
Faeldre Farm	[REDACTED]	[REDACTED]
Glyn Estate	[REDACTED]	[REDACTED]

**COMMERCIAL-IN-CONFIDENCE**

Hen-Dy Farm	[REDACTED]	[REDACTED]
Maes Y Garnedd	[REDACTED]	[REDACTED]
Shell Island	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Ystimgwern Farm	[REDACTED]	[REDACTED]
<b>MOD / MILITARY</b>		
DAATM-AIRSPACE OPS SO2	[REDACTED]	[REDACTED]
Defence UAS Capability Development Centre	[REDACTED]	[REDACTED]
Military Aviation Authority (MAA)	[REDACTED]	[REDACTED]
<b>NATIONAL AUTHORITIES</b>		
CAA Innovation Team (Regulatory Sandbox)	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Connected Places Catapult	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Department of Transport	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Isle of Man CAA	[REDACTED]	[REDACTED]
H M Coastguard Search & Rescue	[REDACTED]	[REDACTED]
		[REDACTED]
NATS	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]

**COMMERCIAL-IN-CONFIDENCE**

	[REDACTED]	[REDACTED]
North Wales Fire & Rescue	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Local Resilience Forum Co-ordinator - North Wales	[REDACTED]	[REDACTED]
North Wales Police	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
UK Space Agency	[REDACTED]	[REDACTED]
UK Airprox Board (UKAB)	[REDACTED]	[REDACTED]
UK Flight Safety Committee (UKFSC)	[REDACTED]	[REDACTED]
Satellite Applications Catapult Ltd	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
<b>SPACE COMPANIES</b>		
Artemis Space Technologies	[REDACTED]	[REDACTED]
Deimos Space UK Ltd	[REDACTED]	[REDACTED]
B2space Ltd	[REDACTED]	[REDACTED]
Newton Launch Systems Ltd	[REDACTED]	[REDACTED]
Sent into Space	[REDACTED]	[REDACTED]
Spaceflight Academy Ltd	[REDACTED]	[REDACTED]

**COMMERCIAL-IN-CONFIDENCE**

	[REDACTED]	[REDACTED]
Space Forge	[REDACTED]	[REDACTED]
Northrop Grumman	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Northern Space Consortium	[REDACTED]	[REDACTED]
Raptor Aerospace	[REDACTED]	[REDACTED]
Skyrora	[REDACTED]	[REDACTED]
UKLSL	[REDACTED]	[REDACTED]
<b>TRADE ORGANISATIONS GENERAL</b>		
ADS Group	[REDACTED]	[REDACTED]
Aerospace Wales	[REDACTED]	[REDACTED]
Airlines UK	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Airspace4all	[REDACTED]	[REDACTED]
Airport Operators Association (AOA)	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Airfield Operators Group (AOG)	[REDACTED]	[REDACTED]
Aircraft Owners and Pilots Association (AOPA)	[REDACTED]	[REDACTED]
Airspace Change Organising Group (ACOG)	[REDACTED]	[REDACTED]
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]

**COMMERCIAL-IN-CONFIDENCE**

British Airline Pilots Association (BALPA)	[REDACTED]	[REDACTED]
British Balloon and Airship Club	[REDACTED]	[REDACTED]
British Business and General Aviation Association (BBGA)	[REDACTED]	[REDACTED]
British Gliding Association (BGA)	[REDACTED]	[REDACTED]
British Helicopter Association (BHA)	[REDACTED]	[REDACTED]
British Hand Gliding and Paragliding Association (BHPA)	[REDACTED]	[REDACTED]
British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCO)	[REDACTED]	[REDACTED]
British Model Flying Association (BMFA)	[REDACTED]	[REDACTED]
British Skydiving	[REDACTED]	[REDACTED]
Frazer-Nash Consultancy Ltd	[REDACTED]	[REDACTED]
General Aviation Alliance (GAA)	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Guild of Air Traffic Control Officers (GATCO)	[REDACTED]	[REDACTED]
Heavy Airlines	[REDACTED]	[REDACTED]
Helicopter Club of Great Britain (HCGB)	[REDACTED]	[REDACTED]
Honourable Company of Air Pilots (HCAP)	[REDACTED]	[REDACTED]
Light Aircraft Association (LAA)	[REDACTED]	[REDACTED]
PPL/LR (Europe)	[REDACTED]	[REDACTED]

**COMMERCIAL-IN-CONFIDENCE**

	[REDACTED]	[REDACTED]
Royal Aero Club	[REDACTED]	[REDACTED]
RMR Consultants	[REDACTED]	[REDACTED]
<b>UAV OPERATORS / COMPANIES</b>		
Across UAVs	[REDACTED]	[REDACTED]
Archangel Aerospace	[REDACTED]	[REDACTED]
Astigan Ltd.	[REDACTED]	[REDACTED]
Auriga	[REDACTED]	[REDACTED]
Drone Major	[REDACTED]	[REDACTED]
Callen-Lenz Associates Ltd	[REDACTED]	[REDACTED]
Cloudbasepro	[REDACTED]	[REDACTED]
Coptrz	[REDACTED]	[REDACTED]
Cyclops Air Ltd	[REDACTED]	[REDACTED]
Dronamics Global Ltd	[REDACTED]	[REDACTED]
GEDPR	[REDACTED]	[REDACTED]
Hawksland Unmanned Aircraft Systems	[REDACTED]	[REDACTED]
Iprosurv	[REDACTED]	[REDACTED]
Manchester University	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
Manna Aero	[REDACTED]	[REDACTED]
Prism Defence	[REDACTED]	[REDACTED]
Samad Aerospace	[REDACTED]	[REDACTED]
Skyports Ltd	[REDACTED]	[REDACTED]
Southampton University	[REDACTED]	[REDACTED]



**COMMERCIAL-IN-CONFIDENCE**

	[REDACTED]	[REDACTED]
The Drone Office	[REDACTED]	[REDACTED]
UAVE Ltd	[REDACTED]	[REDACTED]
Windhorse Aerospace Ltd	[REDACTED]	[REDACTED]
Vertical Aerospace Ltd	[REDACTED]	[REDACTED]

## Appendix C – Consultation Questionnaire

The following is the print copy of the online Consultation Questionnaire that was used as the primary means for respondents to “Have Your Say”.

### Snowdonia Aerospace Centre Danger Area Airspace Change Proposal

#### Overview

The aim of this consultation is to seek stakeholders views on the introduction of a change in designation of airspace at and around the Snowdonia Aerospace Centre at Llanbedr Aerodrome.

Snowdonia Aerospace LLP is continuing to progress and further develop a number of complementary business opportunities at Llanbedr Aerodrome relating to research, development, test and evaluation (RDT&E) of next-generation UK aerospace - e.g. drones (particularly non-military “drones for good”), electric aircraft, urban/regional air mobility vehicles, balloons, airships, near-space testing *etc.* To support these operations, action is required to upgrade and formalise the current airspace around the Aerodrome as the present provision is insufficient to meet the identified future need and risks restricting opportunities that are in the strategic economic interest of the UK and Welsh governments and required to sustain long term employment in the region.

Snowdonia Aerospace has to date operated under a Temporary Danger Area when undertaking activities of the nature described above. Due to the restrictions associated with a Temporary Danger Area, we are now proposing to introduce a Permanent Danger Area at Llanbedr Aerodrome. This will not increase the present volume of segregated airspace around Llanbedr Aerodrome associated with the current Temporary Danger Area approach, but changing to a Permanent Danger Area will allow us to increase throughput to satisfy the market need and provide UK businesses in the aerospace sector with a surety of being able to operate in the UK on a reactive basis. Note that “Permanent” merely means the designation is permanent and does not have to be applied for on a repeated basis. None of the areas of the proposed Danger Area will be permanently active.

The purpose of this consultation is for you, our stakeholders, to respond effectively to the information we have provided.

#### Why we are consulting

This consultation allows Snowdonia Aerospace, who is the Change Sponsor, to gather and consider views and information from relevant stakeholders about any potential impacts of this Airspace Change Proposal (ACP). Stakeholders have a crucial role to play in providing relevant and timely feedback to Snowdonia Aerospace with their views and opinions on any impact of this ACP.

The Consultation Document can be read in conjunction with the Consultation Strategy, which outlines the consultation approach, and Full Options Appraisal, which assesses the costs, benefits, and potential environmental impacts of introducing the new procedures.

You have the opportunity to provide relevant feedback, which may conflict with that of other stakeholders. After the consultation has ended, we will consider all your feedback and then produce the final design proposal, which may differ from that described in this document.

The consultation begins on 7th December 2020 and ends on 22nd January 2021.

#### Introduction

##### 1 What is your name?

Full name

##### 2 What is your email address?

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

Email address

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**3** Please enter your postcode (most relevant to your response e.g. home / work / organisation etc).

Postcode *(Required)*

**4** Are you responding as an individual or do you represent an organisation?

*Please select only one item*

- Individual
- Organisation

**5** If you are responding on behalf of an organisation, what is the organisation name?

**6** If you are responding on behalf of an organisation, what is your position/title?

**7** In accordance with the UK Civil Aviation Authority's CAP 1616 airspace change process, consultation responses will be published on Citizen Space via the Airspace Change Portal. Responses will be subject to moderation by the Civil Aviation Authority (CAA). If you wish your response to be published anonymously your personal details (Name, Address & Position) will be redacted and only be seen by the CAA.

*Please select only one item*

- Yes
- No

### Snowdonia Aerospace Centre Danger Area Airspace Change Proposal

**8** Do you support the proposed Snowdonia Aerospace Airspace Change Proposal?

*Please select only one item*

- SUPPORT – I support the proposed changes
- NEUTRAL – I neither support nor object
- OBJECT – I object to the proposed changes
- NO COMMENT – I have no comment to make on the proposed changes

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**9** Please rank your response to each of the Airspace Design Options as presented in the Consultation Document.

	Option 1	Option 2
Strongly Support <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>
Support <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>
Neutral <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>
Object <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>
Strongly Object <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>

**10** If you support this proposal, are there any alterations that would further improve it for you?

**11** If you oppose this proposal, why? Can you suggest any mitigation or alterations that would resolve your opposition?

Why do you oppose?

Mitigation or Alterations

## Appendix D – Breakdown of responses to the Consultation by Question

The following summary report was autogenerated from the CAA airspace change portal at the close of the consultation and provides a breakdown of the 137 responses to the online Consultation Questionnaire (Appendix C) by question.

### 1: What is your name?

There were 137 responses to this part of the question.

### 2: What is your email address?

There were 134 responses to this part of the question.

### 3: Please enter your postcode (most relevant to your response e.g. home/work/ organisation)

There were 137 responses to this part of the question.

### 4: Are you responding as an individual or do you represent an organisation?

There were 137 responses to this part of the question.

Option	Total	Percent
Individual	65	47.45%
Organisation	72	52.55%
Not Answered	0	0.00%

### 5: If you are responding on behalf of an organisation, what is the organisation name?

There were 80 responses to this part of the question.

### 6: If you are responding on behalf of an organisation, what is your position/title?

There were 81 responses to this part of the question.

**7: In accordance with the UK Civil Aviation Authority’s CAP 1616 airspace change process, consultation responses will be published on Citizen Space via the Airspace Change Portal. Responses will be subject to moderation by the Civil Aviation Authority (CAA). If you wish your response to be published anonymously your personal details (Name, Address & Position) will be redacted and only be seen by the CAA.**

There were 137 responses to this part of the question.

Option	Total	Percent
Yes	89	64.96%
No	48	35.04%
Not Answered	0	0.00%

**8: Do you support the proposed Snowdonia Aerospace Airspace Change Proposal?**

There were 137 responses to this part of the question.

Option	Total	Percent
SUPPORT – I support the proposed changes	83	60.58%
NEUTRAL – I neither support nor object	17	12.41%
OBJECT – I object to the proposed changes	35	25.55%
NO COMMENT – I have no comment to make on the proposed changes	2	1.46%
Not Answered	0	0.00%

**9: Please rank your response to each of the Airspace Design Options**

**Ranking - Strongly Support**

There were 66 responses to this part of the question.

Option	Total	Percent
Option 1	34	24.82%
Option 2	32	23.36%
Not Answered	71	51.82%

**Ranking - Support**

There were 60 responses to this part of the question.

Option	Total	Percent
Option 1	24	17.52%
Option 2	36	26.28%
Not Answered	77	56.20%

**Ranking - Neutral**

There were 27 responses to this part of the question.

Option	Total	Percent
Option 1	15	10.95%
Option 2	12	8.76%
Not Answered	110	80.29%

**Ranking - Object**

There were 23 responses to this part of the question.

Option	Total	Percent
Option 1	9	6.57%
Option 2	14	10.22%
Not Answered	114	83.21%

**Ranking - Strongly Object**

There were 29 responses to this part of the question.

Option	Total	Percent
Option 1	15	10.95%
Option 2	14	10.22%
Not Answered	108	78.83%

**10: If you support this proposal, are there any alterations that would further improve it for you?**

**How could the proposal be improved?**

There were 73 responses to this part of the question.

**11: If you oppose this proposal, why? Can you suggest any mitigation or alterations that would resolve your opposition?**

**Why do you oppose?**

There were 48 responses to this part of the question.

**Mitigation or Alterations**

There were 31 responses to this part of the question.

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