

BVLOS OPERATIONS IN THE VICINITY OF GOODWOOD AERODROME

Notes from meeting with the Goodwood Aerodrome Consultative Committee

Held online on 6th January 2021

Attendees

Name	Representing
Barry Smith	Chairman
Brian Quilter	Summersdale Residents Association
Lynda Issacs	Goodwood Aerodrome, Air Traffic Services
Paul Addison	Boxgrove Parish Council
Paul Thomson	Environmental Health Officer, Chichester District Council
Tim Aldridge	Lavant Parish Council
Pieter Montyn	West Sussex County Council
Sharon Burborough	Westhampnett Parish Council
Jeremy Hunt	West Sussex County Council
Mark Gibb	Aviation Operations Manager Goodwood Aerodrome
Anthony Venetz	Aviation Innovation Centre at Goodwood Aerodrome
John Henderson	Trax International (Project Consortium Member)
Hannah McDonald	Trax International (Project Consortium Mem

Apologies

Name	Representing
Richard Plowman	Chichester City Council
John Henry Bowden	Chichester City Council
Edward Anderson	WSSC planning
Rebecca Trowell	Singleton/Charlton PC
Nigel Carter	Rolls Royce Motor Cars

Purpose

An extraordinary meeting was set up to brief the GACC members about a project being hosted at Goodwood Aerodrome in 2021.

The innovative project was awarded funding by the UK Government in support of enabling Drone-led responses in the future to the CV19 pandemic, or similar.

The meeting was arranged to describe the aims of the project to the committee and to provide a communication channel for the committee to ask questions and send feedback about the proposed trial.

Discussion

The briefing opened with introductions and JH explained the make-up of the consortium who would be carrying out the project. He also explained the current rules on operations of drones and briefly outlined the meaning of Beyond Visual Line of Sight (BVLOS).

AV then presented slides to the committee which informed them of Phase One of the project and aimed to address any community concerns. Phase One of the project concerns the establishment of a Temporary Danger Area (TDA) and AV provided background on the Civil Aviation Authority (CAA) requirements for stakeholder engagement.

AV informed the committee that none of the drone flights will be operated over residential areas, only rural, and that there will be a limited number of take offs and landings.

During the discussion on noise, PT offered that Chichester District Council could be involved in taking noise measurements, as they have fully calibrated noise measuring equipment. This offer was gratefully received by JH.

Concerns were voiced about early morning flights during the summer, as the aerodrome is close to a residential area so they may hear the take-off/landing. JH responded that the flights will not be every day of the week and the consortium has committed that during the length of the trial (5 months) the TDA will not be active for more than 90 days. He informed the committee that all residential areas will be avoided, however, noise complaints can be made through the usual Goodwood Aerodrome noise complaints process and any issues raised will be looked into and mitigated where possible.

There were concerns raised about the terminology being used and that a 'Temporary Danger Area' may alarm local residents. The committee were informed that this is a regular term for airspace users and that by informing this committee and providing them with more details, they could assist in informing their local communities.

A committee member raised a point about single/small residential areas rather than just focussing on the larger ones and the South Downs National Park. JH responded that all dwellings will be avoided and that the AONB has been contacted as part of our engagement. It was also mentioned that there seems to be some drones flying in the local area, by residents who may not be sure about the regulations. MG suggested that parish councils could take information from the Goodwood Aerodrome website and repost it on their own websites to inform local communities.

Questions & Answers

Q. Is there any data on the sound output from the drones that will be used?

A. There is currently very little information/data on noise from drones. The drone manufacturer states that the maximum output during take-off/landing is around 70db but there is no data for horizontal flight noise yet. The drone operator states that the drone cannot be heard in flight however, the consortium has not verified this yet. More information on noise can be found in the project Trial Strategy [here](#).

The consortium will be working with the CAA to take noise measurements which may inform future policies.

Q. Are drones included in the statutory instruments on noise and nuisance?

A. The Environmental Protection Act 1990 exempts noise from aircraft as being a noise nuisance unless the aircraft are model aircraft. The drones in use in this trial are not categorised as model aircraft.

Q. What applications will drones be used for in the future?

A. There are a lots of areas drones can be utilised in, delivery, search and rescue, delivery, powerline & windfarm inspections, police surveillance, firefighter assistance and supplies for hospitals. DfT have estimated the unmanned aerodrome sector could be with in the region of £42bn

Q. Will Goodwood become a centre for all of these drone services and where can I find out about the Goodwood Aviation Innovation Centre?

A. You can find out more about the Aviation Innovation Centre on their website [here](#).

The ambition is for Goodwood to become a centre to offer drone operators the facilities to test, trial and practice their drone operations, however they will still not operate over residential areas. It is not the intention that that the aerodrome becomes a commercial hub for drone operations in the south east of the UK.

Q. What equipment/telemetry will be installed and how will the drones be tracked?

A. The aim of this trial is to develop electronic conspicuity solutions to track the drones, which will all be fitted with a transmitter device. This will mean the drone is displayed on a map to the drone operator and the Flight Information Service Officer in the ATC tower. It is similar to, but not the same as radar. There will also be ground installations elsewhere, but these are unintrusive, small antennas, approximately 2ft long.

Q. Will the Goodwood airspace be increased from 2nm to 5nm and will this create any issues for tower at Goodwood?

A. No, the airspace surrounding Goodwood aerodrome (Aerodrome Traffic Zone) remains the same (2nm/2000ft). It is the Temporary Danger Area that is 5nm/2000ft, however that is only temporary and will not be permanently active during the trial period.

The FISO will still only be responsible for aircraft operating within the Aerodrome Traffic Zone.

Q. How big are the drones?

A. From wing tip to wing tip, approximately 1.5m

Q. Will the drones fly any proposed drone flight paths that avoid residential areas accurately or will they be free to deviate?

A. The drones will fly any designed flight paths very accurately and will not deviate from those flight paths without manual intervention by the drone pilot for reasons of safety only.

Q. Will this project impact on aerodrome operations?

A. Goodwood Aerodrome have been very clear that there should be no impact on the normal operations, it is a key part of the trial to ensure that airfield operations are not affected.

Q. Is there any impact on Goodwood Aerodrome's Planning Restrictions as a result of this trial.

A. No, the relatively low number of drone movements outside of Goodwood opening hours are not expected to form part of their

movement numbers. Drones do not come under the Section 52 Planning Agreement.

Q. Have the West Sussex Fire and Ambulance service been engaged about this trial as there could be benefits for them being involved.

A. Yes, the Kent, Surrey and Sussex air ambulance trusts have been engaged.

Outcomes

The committee asked for a copy of the presentation, which will be sent out following this meeting, along with a link to the Trial Strategy.

The committee requested an update at the March 2021 meeting, which the consortium will be happy to attend.

JH thanked Goodwood Aerodrome for setting up the meeting and for the GACC members for attending. An email would be sent out with the presentation, contact details and links to the trial strategy.
