

# PROPOSED TEMPORARY DANGER AREA FOR UNMANNED AIRCRAFT OPERATIONS AT GOODWOOD AERODROME

## 1. Introduction

The proposed Temporary Danger Area (TDA) is centred at Goodwood Aerodrome (EGHR). The sponsor for the TDA is Across Safety Development Ltd who are a commercial drone operator and National Qualified Entity certified by the CAA. 'Across' are based at Goodwood Aerodrome and wish to collaborate with drone and equipment manufacturers to conduct Beyond Visual Line of Sight (BVLOS) flights in order to prove Unmanned Aerial Vehicle (UAV) flight characteristics and control systems. Both fixed wing and multicopter UAVs will be used. All flights will be subject to CAA approval following their assessment of the Sponsor's Operating Safety Case (OSC).

## 2. Statement of Need

The UAVs used will have no certified detect and avoid capability and will be operating BVLOS in wholly Class G airspace (outside the hours of operation of the EGHR ATZ). In the absence of a suitable Detect and Avoid system, such flights are required to operate within segregated airspace. The flights would only take place over rural areas; in some cases this may include controlled access areas (as may be required by the specific OSC).

There are no established blocks of segregated airspace permanently available for BVLOS flights, hence the TDA proposal.

EGHR is a unique location for the TDA in that it combines the benefits of manned aviation infrastructure (e.g. hangars, runways, RFFS and FISO services) with an adjoining estate where controlled ground access is possible when required.

## 3. Dates and Hours of Activation

The proposed TDA would be available from the start of the AIRAC Cycle Number 07/2020 effective 18 June 2020 for 90 days (ending 16 September 2020).

Flights would take place between 06:00 UTC and the normal opening hours of the aerodrome (08:00 UTC) with actual dates and times of activation promulgated by NOTAM (i.e. the TDA would only be activated on an as required basis and not for the entire 90 days).

The maximum number of days that the TDA would be active would be limited to 30 within the 90 day period.

## 4. Dimensions

The lateral dimensions of the TDA would be:

- a 5nm radius centred on the EGHR Aerodrome Reference Point (ARPt)  
N50 51.57 W000 45.55 (as shown in Figure 1)

The vertical dimensions would be:

- Lower Limit: SFC
- Upper Limit: 2000ft AMSL

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Figure 1: Proposed EGHR TDA

### 5. Impact on Other Airspace Users

The proposed TDA airspace is wholly within Class G which is overlaid by:

- In the northern hemisphere of the TDA: Class E (CTA 9) associated with Farnborough Airport
- In the southern hemisphere of the TDA: Class A airspace with a Lower Limit of 6500 feet AMSL

The upper limit of the TDA is below the relevant Minimum Safe Altitude for IFR traffic and does not infringe any airways or CTA therefore this traffic should not be affected.

VFR GA traffic transiting the airspace could be affected during the activation hours although exposure would be mitigated by:

- the early morning timing and
- the limited number of active days.

Traffic would need to avoid the TDA by transiting above the TDA or by diversion around it.

VFR GA traffic operating into and out of EGHR before the ATZ operating hours could be affected during the TDA activation hours. Operators based at EGHR have a general out of hours flying permission that commences at 07:00 UTC or first light (whichever occurs later). The aerodrome does from time to time restrict that permission already (where it may conflict with other aerodrome events or activities). Operators not based at EGHR require prior permission for out of hours operations and the aerodrome is able to manage those movements as required. Disruption to out of hours arrivals and departures would be mitigated by:

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- the early morning timing,
- the limited number of active days,
- flexibility of activation timing to co-operate with on-site operators and aircraft owners. In response to an activation NOTAM, these users could advise Goodwood AFIS (as per Section 8 below) of their movement requirements, the AFIS would in turn liaise with the TDA sponsor in order to co-ordinate UAV flight timing that minimises disruption to these operators on the day.

### 6. Stakeholder Engagement and Consultation Strategy

Approach the following stakeholders with the details of the proposed TDA for comment:

- On site stakeholders
  - Goodwood Aerodrome (including AFIS and RFFS)
  - Goodwood Aero Club and flying school
  - Goodwood Aircraft Engineering
  - Elite Helicopters
  - Sport Air
  - Ultimate High
  - Boulton Flight Academy
  - Owners of GA aircraft based at the aerodrome
- Airports within 20nm
  - Lee on Solent EGHF (17nm)
  - Bembridge EGHJ (17nm)
  - Shoreham EGKA (17.5nm)
  - IOW/Sandown EGHN (20nm)
- Sport aviation sites within 10nm
  - Bognor Regis gliding centre (5nm)
  - Parham gliding site (11.5nm)
  - Glidden microlight site (12nm)
- Thorney Island Royal Artillery station
- Southampton airport
- Farnborough airport
- ARC Rescue Co-ordination Centre
- DAATM
- National Police Air Service
- Kent, Surrey & Sussex Air Ambulance Trust
- NATS

### 7. Airspace Management

The TDA would be promulgated via AIC and activated as and when required via NOTAM (in accordance with Section 3 'Dates and Hours of Activation'). The Goodwood Aerodrome manager would normally arrange the NOTAM with at least 24 hours' notice.

### 8. Air Traffic Management

Goodwood Aerodrome AFIS will provide a Danger Area Activity Information Service (DAAIS) on the Goodwood Information VHF frequency 122.455 and by phone on 01243755061.