

MINUTES OF ACP 2020-082 MEETING BETWEEN CONSORTIUM MEMBERS AND THE CAA HELD ONLINE ON 13 JANUARY 2021

All Attendees

Present	Appointment	Representing
██████████	Airspace Regulator (Environmental)	CAA
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██████████	Consortium Member	Trax
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A meeting took place between consortium members from Trax International and the CAA to discuss the noise impact requirements for the trial plan due to be submitted to the CAA at the end of January 2021, for ACP 2020-082.

████ re-capped on the project and provided the CAA with an update on current progress. █████ stated that although the first phase of the project is to request a TDA, following on from previous meetings with the CAA it had been decided that the project should follow the CAP1616 policy for a trial. This policy requires a sponsor to carry out a noise impact assessment, however the policy was written for aircraft trials and assumes that fixed wing aircraft or rotary flight paths may change as a result of the trial. This is not the case for this ACP as there will be no change to flight paths of conventional traffic.

████ stated that there is currently limited data on noise produced by UAV's and that Goodwood Aerodrome does not have noise contours or a requirement to monitor noise. █████ also stated that the number of flights being carried out during the trial (anticipated as a maximum of 12 departures and 12 arrivals from Goodwood Aerodrome in a day), and the type of drone being used does not suggest that there would be enough movements to create contours. █████ went on to provide a brief update on the engagement activity undertaken to date which included Goodwood Aerodrome's Consultative Committee.

████ stated that all the available information on noise had been included in the Trial Strategy which is on the CAA Airspace Change Portal. █████ confirmed that all of this information would be inserted into the Trial Plan Part One.

The CAA directed the consortium to the draft UAS Noise Monitoring Requirements document (dated 11th November 2020) and stated that the requirements contained within should be reflected in the trial noise assessments and submission documents. █████ mentioned the requirements included a 10dB noise penalty for multicopter drones but this was not in the CAA draft document. █████ stated █████ was still unsure of how to meet the requirements and █████ recommended a follow up call with the Chief Technical Noise Advisor (CTNA).

It was agreed that that information will be added on illustrative BVLoS common operating areas within the TDA, including potential landing and take-off sites, away from the aerodrome to help illustrate any potential noise impacts.

There was discussion around the possibility of working with the CTNA throughout the trial to gather as much noise data as possible to meet and to help inform future policy.

On 13^h January 2021 a call took place between [REDACTED] and [REDACTED] (CAA CTNA). [REDACTED] articulated the requirements the CAA would like to see in our trial Plan in relation to assessing the impact of the noise from the drones.

[REDACTED] explained that the key requirement is to demonstrate whether we expect the noise from the UAVs used in the trial combined with their frequency of use to result in an LAeq of more or less than 51dB. This is because 51dB is the LOAEL and determines whether a more detailed noise impact assessment is required. When considering this, we should add on an 'annoyance factor' of 10dB to the LA_{MAX} for any multicopter drones to account for the different sound frequency produces by multiple rotors. [REDACTED] advised they would seek to demonstrate this within the Trial Plan Part 1 submission.