



BVLOS TRIAL IN NON-SEGREGATED AIRSPACE

*Trial Plan Part 1: Appendix C
Stakeholder Feedback & Engagement
Correspondence*

EMAIL CORRESPONDENCE - [REDACTED] (GA)

(No subject)

[REDACTED]
Mon 11/01/2021 20:33

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Hi. I only received a copy of your project today 11th January.

Can I ask about how your project will affect GWD dispensation for resident flyers to operate out of hours in the summer.

We can currently operate but does not allow circuits.

Sorry for my late question, but as said above only received this project news today.

[REDACTED]

[REDACTED]

[REDACTED]
Goodwood, Chichester, West Sussex, PO18 0PH
[REDACTED] | [REDACTED]

Begin forwarded message:

From: [REDACTED]
Date: [REDACTED] GMT
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Drone project at GWD

Morning [REDACTED] hope you're both well. Thanks for your reply.

One of the principle aims of this trial is that the UAV operation must not adversely impact on the flying of based customers. At the times the UAV is operating, we'll have a FISO on duty even if the UAV is operating outside of our published hours.

The UAV will be operating in such a way that it will not impact on arrival/departure routes for fixed or rotary wing.

I hope that answers your question but feel free to come back to me if you have any other concerns.

Best regards,
[REDACTED]

Sent from my iPhone 11

EMAIL CORRESPONDENCE - BEMBRIDGE AIRPORT

Re: PROPOSED TEMPORARY DANGER AREA AT GOODWOOD AERODROME –
APRIL-SEPTEMBER 2021 - FEEDBACK REMINDER

[REDACTED]
Fri 08/01/2021 17:34

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Dear [REDACTED],

Apologies, I thought I had responded.

We have no objections, we will alert our residents and advise visiting aircraft via our website and our recorded telephone information.

Please advise us of any changes.

Regards

[REDACTED]
Bembridge

Sent from my iPhone

On 8 Jan 2021, at 16:45, Goodwood BVLOS
<goodwoodbvlos@traxinternational.co.uk> wrote:

Good Afternoon,

A reminder that the deadline for feedback on this project is **Friday 15th January 2021**. If you have not already done so, or have any questions, please get in touch with the project at goodwoodbvlos@traxinternational.co.uk

A copy of the original email is below and attached is a copy of the engagement material.

Kind Regards,

[REDACTED]

Mob: [REDACTED]
Web: www.traxinternational.co.uk

<Outlook-ksdbhftp.png>

**Re: PROPOSED TEMPORARY DANGER AREA AT GOODWOOD AERODROME –
APRIL-SEPTEMBER 2021 - FEEDBACK REMINDER**

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Mon 11/01/2021 09:05

To: [REDACTED]

Dear [REDACTED]

Thank you very much for your response. If you have any questions in the future please get in touch.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - BOGNOR REGIS GLIDING CLUB

> On 10 Dec 2020, at 15:22, mail@brgc.co.uk wrote:

[REDACTED] goodwoodbvlos@traxinternational.co.uk. Temporary Danger Area at Goodwood Aerodrome - April-September 2021. Good Afternoon,

We would like to send you details on a proposed TDA at Goodwood Aerodrome, do you have an email address we could send the information to please?

Kind Regards,

[REDACTED]

From: [REDACTED]
Sent: 10 December 2020 18:15
To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>
Subject: Re: TDA Goodwood proximity to EGKC Bognor

You've used the correct e-mail address above for notification, I always look at NOTAM before commencing operations each day when we fly out of EGKC Bognor but thanks for the heads up, if Goodwood wish to do a site visit or fly-in you'd be most welcome & show you round give you VIP treatment with cup of tea.

[REDACTED]

Sent from my iPhone

Re: TDA Goodwood proximity to EGKC Bognor

Thu 10/12/2020 20:58

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Thank you for the information, I thought I was corresponding with Goodwood Aerodrome.

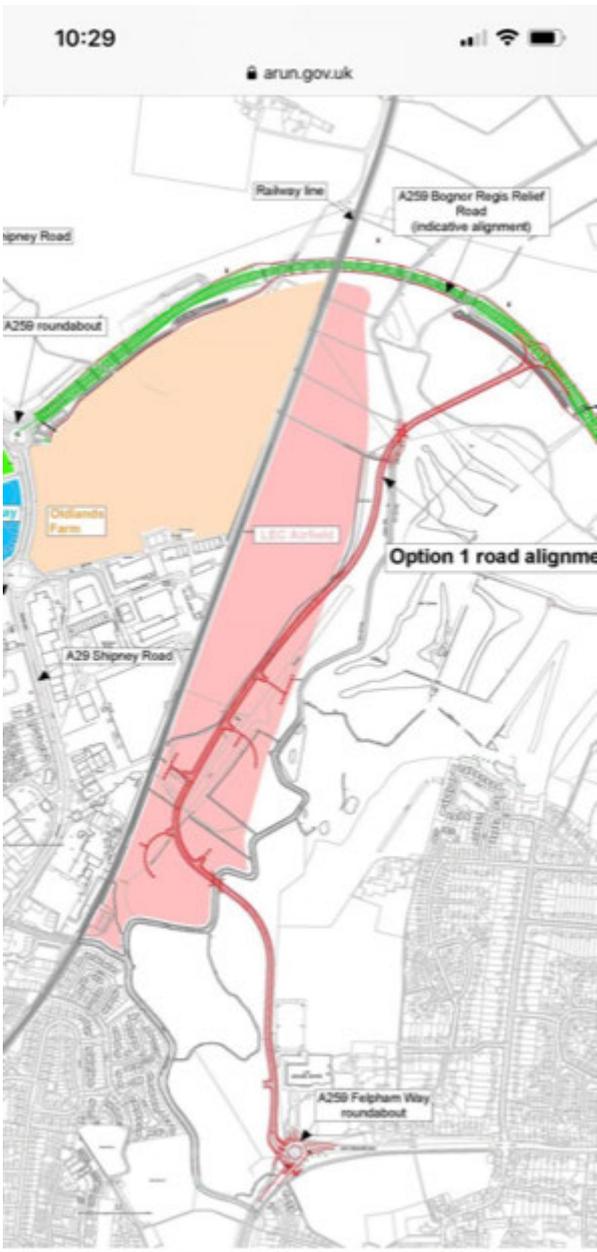
I suspect drones cant see GRP or wood & fabric only metal, sounds a very hazardous activity to trial adjacent to a gliding site, we use small 12V motor cycle batteries to drive our very basic instruments, in case out T21 all wood & fabric no electric instruments at all, certainly not FLARM, transponders, sounds like a perfect recipe for a midair !

The solution simple, ask Amazon to purchase EGKC Bognor for £20 Million +VAT boot me off site then Amazon can operate their south of England base here, be excellent local job prospects, I'm sure Arun District Council, the towns Mayor, the Neighbouring univercity & Rolls Royce will engage, the airfields already marked on the county plan for industrial development as a Brownfield site.

I'll fly at Goodwood & I'll be able to afford to fit Transponder & TECAS in my T21, heh I can even fit a TOP SLS to get airborne problem solved.







Sent from my iPhone

I never received a reply to my concerns raised

[REDACTED]

Fri 08/01/2021 17:37

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Vintage wood & fabric gliders probably most GRP will not be visible to electronic conspicuously certainly my T21 doesn't have any electronics or metal in its airframe, should your trails proceed as proposed I see a huge potential for a midair.

Simple solution modify TMZ to exclude EGKC zone, carry out tests early mornings only during summer we often operate at Bognor Gliding Club evenings.

Should you agree to what are two very reasonable requests I have no objections to test proceeding

Please call me ?

[REDACTED]

[REDACTED]

Sent from my iPhone

Re: I never received a reply to my concerns raised

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Tue 12/01/2021 18:51

To: [REDACTED]

Dear [REDACTED]

Apologies for not getting back to you sooner. For us to better understand your operations and concerns would it be possible to arrange an online meeting for tomorrow, Wednesday 13 January? After 1500 works for us, if you could let me know if that date/time suits you? We can set it up either via TEAMS or ZOOM.

We look forward to hearing from you.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



Follow up

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Wed 13/01/2021 16:34

To: [REDACTED]

Hi [REDACTED],

Thanks so much for taking the time to meet with us today. Apologies for the poor connection at the end. We will put together a revised proposal of the TDA dimensions and some notes from our meeting for you as soon as we can, and if you had any other questions you didn't get chance to ask at the end, please let me know.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



Re: Follow up

Wed 13/01/2021 17:58

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Yes a useful Zoom meeting if your TDA zone is less than 500 ft, modified to respect EGKC winch zone on half million map & the testing is done predominantly in the mornings before 10 am under supervision of a RT controller, I have no objections with tests proceeding.

The evenings little more complicated we often fly either on the southdown's ridge or convergence zones above Goodwood's Zone but if your requesting 500ft below, our gliding activity aloft won't present conflicts, if we're that low we'd already picked a farmers field & carried out an emergency landing.

Like Lasham comment it will still be useful to be able to land at Goodwood in a genuine emergency.

Our sport is very weather orientated we fly when there good VMC & thermic, wave or convergence activity, or just a lovely summers evening, BRGC's members will want to maintain the ability to fly above Goodwood's zone any day of the year but for practical purposes we tend to operate on Wednesdays Thursdays Saturdays and Sundays, the other days of the week when we run from time to time courses, for example aerobatics, ab-initio or cross country or just enjoy a gorgeous summers day by the sea winching gliders aloft. I'm sure with good communication we can agree a strategy.

I'm very concerned you hinted TDA might be followed by TMZ, this is something BRGC is very unlikely to consent to as most glider don't have electronic conspicuously our members would be effectively be barred from Goodwood's zone, no one operator has a Monopoly over the airspace it is a public resource for the benefit of all users.

The BGA's track history with TMZ have been less than a good experience for gliding, over time local agreements changes to TMZ D or TMA, Southampton being a case in point. I'm old enough to remember gliders could get permission to fly through Southampton zone directly overhead, with the promise we will always allowed to do so, 3 years later it was closed all users except for transponder equipped aircraft.

The introduction of TMZ immediately adjacent to EGKC would effectively close the gliding Club, the predominant route flying back to BRGC from a good cross-country day is overhead Goodwood's zone, gliders don't have engines, to fly around Goodwood's Zone will cause 50% of gliders to outland.

A TMZ would effectively mean BRGC could never hold a gliding competition or cross country training weeks, host national events such as the National Vintage Gliding Club Rally, junior events all very important revenue streams.

Unfortunately our Zoom connection failed when I was raising my concerns TDA to TMZ, hence following up conversation with this e-mail to make BRGC's position clear.

I understand your proposal each flight will effectively be operated by an RT controller monitoring throughout the flight so almost like having a pilot in the aircraft, operating below 500 feet with the controller it should be safe for the purposes of your TDA tests.

Looking to the future without RT controller, no radar, no electronic conspicuously fitted in gliders and ineffective artificial intelligence it will leave a very high risk of a mid-air collision, as per my original concerns outlined from beginning of this consultation.

I look forward to seeing your revised proposals for TDA, its the future, its going to happen, but drones mustn't have a monopoly over airspace below 500 feet and has to be proven beyond doubt safe.

My wife will be the 1st to put a black cross on our lawn watch an Amazon or Sainsbury's grocery deliveries arrive. 🤖

[REDACTED]

[REDACTED]

Sent from my iPhone

Re: Follow up

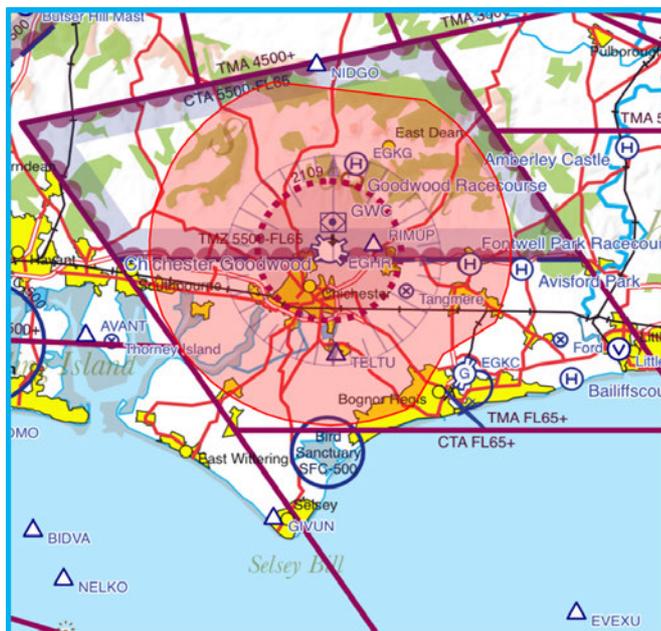
Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Fri 15/01/2021 09:30

To: [REDACTED]

Dear [REDACTED],

Many thanks for your time on the call on Wednesday. Based on your feedback, we have been able to re-shape the TDA to avoid the gliding club winch site, based on a 1.5km radius of the published co-ordinates in the UK AIP (504804N 0003934W). We have also noted the desire for us to avoid TDA activation Wed/Thu afternoons and weekends. We would be very grateful if you could notify us with as much advance notice as possible, subject to weather forecast limitations, on days you anticipate flying in the evenings between 5-7pm to the NW of LEC.



We would like to reaffirm that, as per the engagement document, the proposed TDA is up to 2000ft and the TDA cannot be entered without permission from the TDA operating authority, which will be Goodwood Aerodrome. In your last email you raised your concerns about the TMZ in phase 2 of this project, thank you very much for those and we will take your views into account as we develop the Temporary TMZ proposal. We will be consulting on the temporary TMZ in May/June 2021.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



Re: Follow up

[REDACTED]
Fri 15/01/2021 11:16

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Thank you for reply with amended diagram , I see your drawing you forwarded has straight line not a radius although your written acknowledgement in-furs a radius.

I stated the shape must follow exactly the current aera for EGKC/ Bognor Gliding Club as depicted by the current CAA Half Million map attached.

The zone is already on every aviation data base, to draw a different shape will be technically very difficult for all GA & Gliding community to upload onto devices & almost impossible to police, its essential the current lines in CAA charts are observed.

Your response implies I will need permission to fly into TDA from Goodwood. I have consent to a blanket do not enter zone without permission in the mornings up to 10am 7 days a week.

I do not consent to blanket ban your propose TDA flying in the evenings "without permission from Goodwood Aerodrome" on the basis Goodwood Traffic is not manned after 5pm, it is not possible to seek permission !

Airspace is a public resource no one operator can have a Monopoly over its use except for the commercial traffic ie TMA, especially if Goodwood traffic is unavailable to respond to RT during NOTAM trail periods.

The solution is simple CAA mandate Goodwood Information is manned during the all NOTAM trail periods & Goodwood Traffic will not unreasonably withhold permission to enter TDA when Drones are not actually airborne at the time.

I appreciate & acknowledge comment made re BRGC request to avoid trails on Wednesday/Thursday/Saturday & Sunday evenings & the trails will accommodate this request.

Thank you for taking the time to consult EGKC/BRGC, its a very interesting project, the future.

The CAA must mandate the data received is put in the public Domain so it can be scrutinised.

I acknowledge your comments re my concerns over transition from TDA to TMZ as being unacceptable as TMZ immediately adjacent to EGKC will close Bognor Gliding Club

[REDACTED]

[REDACTED]



Sent from my iPhone

Re: Follow up

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Mon 18/01/2021 13:04

To: [REDACTED]

📎 1 attachments (625 KB)

Goodwood BVLOS_TDA Stakeholder Engagement_Doc_V1.0.pdf;

Dear [REDACTED],

Thank you for your email, we have provided some further explanatory comments below.

“The shape must follow exactly the current area for EGKC/ Bognor Gliding Club as depicted by the current CAA Half Million map”

We have spoken with the CAA regarding the size of Glider Winch sites. There are no associated lateral dimensions attributed to Glider Winch sites. In effect, on a chart, the location is marked by a symbol and not a structure, where the lateral dimension of the symbol has no significance. This is why the symbology for glider winch sites varies between chart providers. You had previously advised that your winch operations are concentrated within a 1.5km radius of the aerodrome, though the radius of the area on the half mil map appears to be closer to 1nm (1.85km).

We can amend the TDA so that it avoids the area by 1.85km if this is required?

We will propose that the edge of the TDA is drawn in straight-lines in this area to aid navigation, but it does exclude the semi-circle of the Glider winch area. Using straight lines also reduces the size of the TDA slightly more.

Please can you confirm that the 1.85km radius would be more suitable to describe the Bognor Gliding Club concentration of Winch activities, than the previously suggested 1.5km radius?

“I have consent to a blanket do not enter zone without permission in the mornings up to 10am 7 days a week.”

“I do not consent to blanket ban your propose TDA flying in the evenings “without permission from Goodwood Aerodrome” on the basis Goodwood Traffic is not manned after 5pm, it is not possible to seek permission!”

When notified as active, access to the TDA for any airspace user will only be in an emergency and/or with the permission of the TDA operating authority. The latter is required, and will be granted, if you have pre-arranged access to land at Goodwood Aerodrome out of hours.

As stated in our engagement document , page 9 (reattached for your convenience), during TDA activation Goodwood Aerodrome will be manned by the FISO and a Danger Area Activity Information Service (DAAIS) will be available via the VHF frequency and/or by phone. Contact details will be also available in the Aeronautical Information Circular.

We would also like to reconfirm that the TDA will not be active every day, but only during the periods of UAV activity, and notified a minimum of 24 hours in advance.

“The CAA must mandate the data received is put in the public Domain so it can be scrutinised.”

All the information on this project so far is available on the CAA portal [here](#). Following the submission of our trial plan to the CAA at the end of January 2021 redacted versions of all the stakeholder feedback and emails we have received will also be available on the portal.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk

Re: Follow up

[REDACTED]

Mon 18/01/2021 15:15

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Yes thank you, 1.85 Km makes perfect sense in view of the CAA comments, re electronic databases uploaded to most devices show the gliding clubs winch symbol's diameter ie Sky Demon, Garmin's etc Adopting 1.85 Km radios avoids pilots the requirement to inputting new co-ordinates into their databases.

Understand Page 9 FISO Goodwood Traffic will always be manned during the duration of the 24 hour notice NOTAM TDA dates, understand no access except emergency.

Accepting permission maybe denied, it would be good public relations with your neighboring airfield if occasionally give permission for access TDA at short notice whilst airborne via VHF ie the Drone flights have ceased early for the day, grounded technical problems or for transponder fitted glider to carry out a straight in approach direct to EGKC north TDA on marginal final glide to enable a safe return to Bognor Gliding Club when otherwise an out field landing would become necessary.

Excellent the trail information will be published, it important its not just limited to the portal for stakeholder only, my request was for the general public, the CAA must mandate the information is accessible without special permissions & uploading software etc.

[REDACTED]

EMAIL CORRESPONDENCE - BRIGHTON AIRPORT

RE: PROPOSED TEMPORARY DANGER AREA AT GOODWOOD AERODROME –
APRIL-SEPTEMBER 2021 - FEEDBACK REMINDER

[REDACTED]
Fri 08/01/2021 16:50

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

Good afternoon,

The proposal as presented will have no impact on the air operation at Shoreham Airport.
Consequently, we do not have any objection to the first phase.

Kind regards

[REDACTED]



[REDACTED]
Brighton City Airport | The Terminal Building,
Shoreham-by-Sea, West Sussex, BN43 5FF



**Re: PROPOSED TEMPORARY DANGER AREA AT GOODWOOD AERODROME –
APRIL-SEPTEMBER 2021 - FEEDBACK REMINDER**

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Fri 08/01/2021 16:50

To: [REDACTED]

Dear [REDACTED]

Thank you very much for your response. Have a lovely weekend.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - BRITISH HELICOPTER ASSOCIATION

FW: PROPOSED TEMPORARY DANGER AREA AT GOODWOOD AERODROME –
APRIL-SEPTEMBER 2021 - FEEDBACK REMINDER

[REDACTED]
Fri 08/01/2021 17:23

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

📎 1 attachments (625 KB)

Goodwood BVLOS_TDA Stakeholder Engagement_Doc_V1.0.pdf;

[REDACTED]

Somewhat confused as your attachment contains 2 frequencies. 122.455 at page 9 and the following at page 13 which I suspect is incorrect.

How can Search and Rescue operations ensure they are given priority when the TDA is active?

A Danger Area Activity Information Service (DAAIS) will be provided by Goodwood Aerodrome. SAR operations call either the DAAIS or the telephone number provided in the AIC for the operations to be suspended. In short notice cases, inbound or transiting aircraft should contact the DAAIS on the normal VHF frequency – **124.455**.

I also note that in the introduction you mention the UAV operator will be provided with a detect function, however, in the following project paragraph you state “enabling the remote operator to strategically and/or tactically detect and avoid other aircraft during BVLoS operations.”. The document does not go into how this detect capability is done and there is also no detail on the avoid capability; if there is indeed one. Many ‘detect’ systems rely on the manned aircraft to be suitably equipped and as this is not currently mandated in UK for Class G airspace there must still be an increased risk of collision with this sort of traffic.

I trust this reply is fed into the ACP process.

Yours

[REDACTED]
CEO BHA

**Re: PROPOSED TEMPORARY DANGER AREA AT GOODWOOD AERODROME –
APRIL-SEPTEMBER 2021 - FEEDBACK REMINDER**

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Fri 15/01/2021 12:04

To: [REDACTED]

Dear [REDACTED]

Thanks for pointing out the typo on Page 13 of the document.

Regarding the detect capability, the intention is that Stage 2 of our trial will take place within a TMZ where the carriage of a Mode S transponder or ADS-B Out will be the minimum level of equipage for entry into the TMZ.

For the time being, however, Stage 1 of the project is to take place within a TDA whilst the assurances for Stage 2 are developed. Part of these assurances to be developed will be the definition and testing of the 'Avoid' capability for the UAV operator. At this stage, we are not expecting the 'avoid' capability to be an autonomous one; the UAV operator will use the surveillance system to tactically avoid conventional aircraft which will be conspicuous via the establishment of the Temporary TMZ for that part of the trial.

If you have any further questions, please get in touch.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - CADMAC

Goodwood BVLOS trial & temporary danger area - feedback.

[REDACTED]
Sun 10/01/2021 10:26

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

Dear Sir/Madam,

I am writing to you in my capacity as the secretary of the Chichester and District Model Aero Club (CADMAC).

I have just been sent a copy of your email of 8th January requesting feedback from interested parties on proposals regarding a temporary danger area (TDA) for BVLOS trials at Goodwood airfield, and I am sending this response as we have a model flying site within the proposed danger area.

The model flying site concerned is the Trundle Hill, which lies just to the north of Goodwood airfield from which our members conduct model glider "slope soaring" flying when the wind is from a south to south-westerly direction. The models flown are relatively small in size and, under our rules, must not be flown higher than the radio towers on the hill itself. We have a set procedure whereby Goodwood ATC is contacted by telephone before any model flying takes place to ensure that we will not conflict with any traffic, and to enable ATC to warn pilots of our presence.

For your information I attach the extracts from our Pilots' Handbook which give details of the rules for our club members when using the site. That said, this is a public place and there is no law to stop members of the Public from flying models there as well.

Having examined the BVLOS proposal I do not see there being an issue with our club continuing its activities providing our members follow the normal practice by making contact with Goodwood ATC by phone before flying. It is extremely unlikely that anyone will want to fly between 0600 and 0900 however, there may be occasions when models may be flown in the evenings, after 1700. In any event, if possible, it will be extremely useful if we can be added to the recipient list for the NOTAMs issued to declare the TDA active; this will enable us to forewarn our members of drone activity.

Please consider this feedback; I shall be grateful if you will notify me if you require or have any further information.

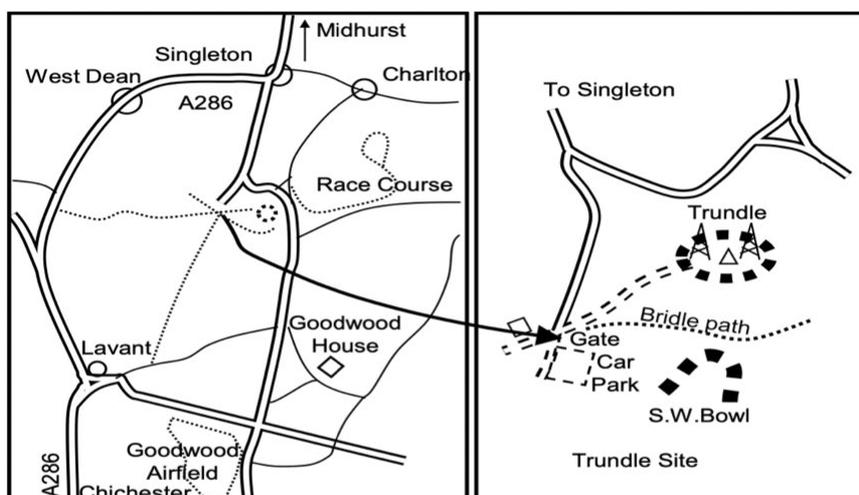
Thank you.

Kind regards,

[REDACTED]
CADMAC Secretary

11 The Trundle Hill (St Roche's Hill):

- 11.1 This site is on the south-facing slope below the telecommunications tower and immediately above the bowl-shaped depression (Grid Ref 874108). Access is from the 'Seven Points' public car park through a gate leading to the lower bridge path to the east of the car park.



- 11.2 A club notice is fixed to the gatepost and gives the rules for the use of the site as agreed between the club, the owners of the site, the Goodwood Estate Company and the Air Traffic Control Authority at the aerodrome.
- 11.3 This is a very sensitive site with easy access by the general public, and it is the responsibility of every CADMAC member to protect the club from any abuse of the site rules which might risk our continued use of it.
- 11.4 All pilots must have model flying insurance such as current BMFA personal insurance, or be insured by the 'BMFA first-time flyer Scheme', and under instruction by an experienced member.
- 11.5 Any rogue/unknown flyers should be approached politely and encouraged to join our club (why not carry an Application Form from the Web site?), and an explanation of the site flying rules is to be encouraged. Try to avoid a confrontation - it is enough to explain our key rules and offer membership. Only people in possession of model flying insurance may fly on the Trundle.

Trundle Hill Flying Rules:

- 11.6 The first person to arrive on site must phone Air Traffic Control on 01243 755061 to inform them that model flying is taking place. The last person to leave must phone ATC to inform them that the session has ended. The phone number is displayed on the notice attached to the gate and published in the newsletter.
- 11.7 If you have not passed the BMFA "A" Certificate, it is suggested that you obtain the assistance of a qualified member before launching here.
- 11.8 Suitable wind directions for slope soaring are generally between South and West.
- 11.9 Frequencies allowed are all those in the 2.4GHz, 35 MHz and 27 MHz ranges.
- 11.10 Availability: Dawn-to-dusk any day, but with occasional restrictions due to Goodwood Estate activities.
- 11.11 Goodwood Air Traffic Control forbids flying higher than the radio towers as full-size aircraft over-fly the site and must not be endangered by models.
- 11.12 Air Traffic Control forbids I/C powered models, paragliding, balloons and kites.
- 11.13 Electric powered gliders may be flown, but only if they have fold-back propellers. Electric power is permitted to be used solely for assisting the model during launching and to allow it to remain airborne in light winds.
- 11.14 Gliders are only to be launched and landed from above the bowl, and are not to be landed near the car park.
- 11.15 A public bridle way crosses the site and is used by pedestrians, cyclists and horse riders, so great care must be exercised to avoid close over-flying of persons using the bridle way. Assume everyone else has right of way on the slope, so keep well clear of and do not obstruct the bridle way.
- 11.16 Members must avoid flying into or harming any farm animals, and dogs must be kept under control at all times.
- 11.17 No flying is permitted from the car park or below (i.e. in a S.E Wind) because of the very real risk of injury to the public and damage to vehicles & property.
- 11.18 No litter or debris is to be left on the hill. It is good practice to pick up any litter you discover, especially if it may harm the tenant farmer's animals.
- 11.19 When full size aircraft are flying into Goodwood Aerodrome using an anti-clockwise landing approach circuit, and over-flying the Trundle in a North to South direction at minimum altitude, all model flying must cease. This is only likely to occur when the wind has an element of East in it, and the full-size aircraft are taking off and landing in an Easterly direction. Under these conditions model flying on the Trundle is marginal and there is an increased risk of achieving close proximity with full size aircraft and startling a pilot.
- 11.20 The maximum number of model aircraft flying at any one time shall be five.

Re: Goodwood BVLOS trial & temporary danger area - feedback.

[REDACTED]

Sun 10/01/2021 11:52

To: [REDACTED]

Cc: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>; [REDACTED]
[REDACTED]

Hi [REDACTED]

I correct my last email!

The proposed hours WERE 0600 to 0800, but they are now proposing other hours, of which I could not find a mention.

Height is surface to 2000 feet.

On 10 Jan 2021 11:25 am, [REDACTED] wrote:

Hi [REDACTED] check the heights and times of these trials I don't think they will affect any model flying and visa versa.

[REDACTED]

Goodwood BVLOS trial & temporary danger area - feedback

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Mon 11/01/2021 18:08

To: [REDACTED]

Cc: [REDACTED]

📎 1 attachments (625 KB)

Goodwood BVLOS_TDA Stakeholder Engagement_Doc_V1.0.pdf;

Dear [REDACTED]

Thank you very much for your emails. To follow up on the query made by [REDACTED] the proposed timings for the TDA are as follows, more details are on page 7 of the stakeholder engagement document we sent out (attached again for your convenience).

The proposed TDA would be available for activation from the 11th April until 23rd September 2021. The TDA would not be permanently active but would only be activated on an as-required basis and outside of the operating hours of Goodwood Aerodrome.

Activation of the TDA could take place between 0600 - 0900 and/or between 1700 and 2100 local, 7 days per week, with actual dates and times of activation promulgated by NOTAM. Activation of the TDA would take place a minimum of 24 hours in advance. In addition, if for any reason the aerodrome is closed to normal traffic during the day, we may activate the TDA between the hours of 0900-1700.

There isn't a distribution/recipient list for NOTAMs, they are all published on a central system. You will be able to access them here but will need to register for a log on, if you don't already have one.

To better understand your operations, understanding you remain below the top of the mast, is there a *lateral* area that you operate within? Can we also ask how often you use that site for your operations (thinking back to 2019, rather than 2020)?

Finally, when you inform Goodwood ATC that you are flying, would we be able to request that you also send an email to us at goodwoodbvlos@traxinternational.co.uk?

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



Re: Goodwood BVLOS trial & temporary danger area - feedback

[Redacted]

Tue 12/01/2021 11:00

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [Redacted]

Dear [Redacted],

Many thanks for your email and the information contained therein.

In answer to your questions, we do not have a specifically designated lateral area for our flying but, b [Redacted] ature the models will be close to the Trundle Hill southern ridge, as it is air being forced up the slope that provides the lift for them to fly. [Redacted] our slope-soaring representative, has drawn his best estimates of the flying area on the diagram below. The colours shown represent the following:

- The red dots show usual pilot positions.
- The yellow area encompasses most flying.
- It is unlikely that a model will fly outside the blue area, but will fly up to that line for sure.

So, as you can see, our area of model flying operations is comparatively small.

Unfortunately, I don't have any recorded statistics of when our members have flown on the Trundle, however, I would estimate that the site is used less than 40 days per year, and only then when the wind conditions favour its use (South to South-Westerly in direction & of sufficient strength to provide lift). That said, pilots tend to decide "on the day" whether to fly rather than plan in advance. Accordingly, it may be impractical to send an email message prior to flying, giving sufficient notice of flying activity; also, not all of our members have the means to send emails from mobile devices.

Pragmatically, I think that the best way forward is for us to continue with our current procedure of contacting ATC before flying, as they will be able to appraise us of salient NOTAMs and drone operations. Nearer the time time I will send out a message to all our members informing them of the BVLOS trial, reminding them to be pedantic about contacting ATC, and to keep a special lookout when flying with an instruction to land if drone activity is detected. Ultimately, it is our flyers' responsibility and a legal requirement to maintain visual contact with their model, so the adage of "see and avoid" applies at all times!

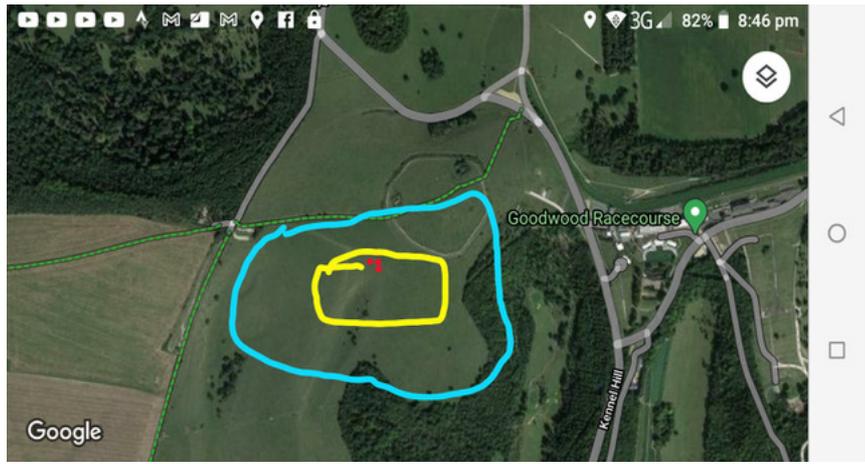
In the meantime, I will investigate further the option of obtaining access to the NOTAM system so that, if possible, I can send out advance warning to our club members when applicable.

Please can you bring the possibility of model soaring in the area indicated to the attention of the drone operators themselves? Forewarned is forearmed, so maybe they can plan their routings accordingly.

One again, many thanks for your help. Please let me know if you need more information, or if there is more that we can do to cooperate.

Kind regards,

[Redacted]



Re: Goodwood BVLOS trial & temporary danger area - feedback

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Fri 15/01/2021 09:25

To: [REDACTED]
Cc: [REDACTED]

Dear [REDACTED]

Thank you very much for all the information you have provided. We have confirmed with the CAA that Model Flying can take place within the TDA in accordance with your existing rules and the additional rules you proposed, but we'd need you to first obtain approval from the TDA Operating Authority (the aerodrome) ahead of any and every activity.

You'd need to receive this permission a minimum 24hrs in advance and still also inform the FISO of your presence on the day. We will have the area marked on our systems, so the UAV operator will be notified of any activity that is taking place and your area of operations will be avoided when active.

We will pass on the contact details of the TDA Operating Authority later and can send you a copy of the AIC when it is published. If you have any further questions, please get in touch.

Kind Regards,

[REDACTED]

Mob: [REDACTED]
Web: www.traxinternational.co.uk



Re: Goodwood BVLOS trial & temporary danger area - feedback

[REDACTED]

Fri 15/01/2021 10:04

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

Dear [REDACTED],

Many thanks for your constructive reply. All points are noted, and I will brief our members nearer the time. In the meantime please feel free to contact me if you have any further questions, or if there are any developments that we need to know about.

Kind regards,

[REDACTED]

EMAIL CORRESPONDENCE - CHICHESTER DISTRICT COUNCIL

Query in relation to unmanned aerial vehicles (UAV) trial from Goodwood Aerodrome.

[REDACTED]
Tue 12/01/2021 14:54

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

[REDACTED]
Query from Chichester District Council:

It is acknowledged that the trial air space will be within 5 nautical miles of the aerodrome up to 2000ft. All residential properties in this air space have been mapped out. No drones will fly over any residential property at any time. The drones typically operate some 150m (490 ft) from the ground it is anticipated that this will mitigate any noise disturbance.

Question: Have the road network and footpaths, within the five nautical miles, been mapped out? Will there need to be any closures?

Kind regards



[REDACTED] Officer
Environmental Protection
Chichester District Council

Goodwood Aerodrome Consultative Committee Meeting Wed 6-1-2020 - Trial for the use of beyond line of sight drones.

[REDACTED]
Thu 14/01/2021 07:03

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

[Query from Local Councillor:](#)

-
Please would it be possible to answer the query below?

Could you confirm that the mapping of housing development in the affected area (used by drone operators to avoid unnecessary overflight) is up to date, given the number of new developments in the area and the time lag in OS mapping being updated?

Kind regards



[REDACTED]
Environmental Protection
Chichester District Council

From: [REDACTED]

Sent: 13 January 2021 16:37

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Goodwood Aerodrome Consultative Committee Meeting Wed 6-1-2020 - Trial for the use of beyond line of site drones.

Good afternoon [REDACTED]

Could you confirm that the mapping of housing development in the affected area (used by drone operators to avoid unnecessary overflight) is up to date, given the number of new developments in the area and the time lag in OS mapping being updated?

Regards



[REDACTED]
Members
Chichester District Council

Re: Goodwood Aerodrome Consultative Committee Meeting Wed 6-1-2020 - Trial for the use of beyond line of sight drones.

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Thu 14/01/2021 12:07

To: [REDACTED]

Good Afternoon [REDACTED],

Thank you very much for your emails. We have answered your questions/queries below.

Could you confirm that the mapping of housing development in the affected area (used by drone operators to avoid unnecessary overflight) is up to date, given the number of new developments in the area and the time lag in OS mapping being updated?

We have excluded the areas in this link - <http://mydistrict.chichester.gov.uk/mycdc.aspx?tab=maps>. However, if you have any other maps you can send us that would be appreciated.

It is acknowledged that the trial air space will be within 5 nautical miles of the aerodrome up to 2000ft. All residential properties in this air space have been mapped out. No drones will fly over any residential property at any time. The drones typically operate some 150m (490 ft) from the ground it is anticipated that this will mitigate any noise disturbance.

Our drones will typically operate at 400ft AGL (above ground level) or higher.

Have the road network and footpaths, within the five nautical miles, been mapped out? Will there need to be any closures?

We will avoid overflying roads or footpaths paths wherever possible, to keep the risk to a level that's "as low as reasonably possible". However, we may have to overfly roads and footpaths paths where there's no other option - this has happened in other BVLoS trials in the UK.

We hope this answers your questions, if you have anything further, please get in touch.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk

RE: Goodwood Aerodrome Consultative Committee Meeting Wed 6-1-2020 - Trial for the use of beyond line of sight drones.

[Redacted]

Fri 15/01/2021 09:15

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Dear [Redacted]

Thank you very much.



[Redacted]

Environmental Protection
Chichester District Council

RE: Goodwood Aerodrome Consultative Committee Meeting Wed 6-1-2020 - Trial for the use of beyond line of sight drones.

[REDACTED]
Sat 16/01/2021 13:37

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

Good afternoon [REDACTED]

It is not clear from the map accessed via the link provided as to which areas have been excluded from overflight.

Though it appears mapping of occupied streets and some unoccupied buildings on new developments is shown, the new construction underway on the Eastern part of the Shopwyke Lakes development and that on the S side of Shopwyke Road (to the SW of the Shopwyke Lakes development and outside of that Policy area) is not. I'm not aware of any mapping which is, in real time, picking up this building activity, apart from CDC's mapping of planning permission sites accessed via the Planning Portal/Applications element of its website.

Are construction sites treated in the same way as occupied sites for the purposes of overflight restrictions?

Regards

[REDACTED]

Members

Chichester District Council

Re: Goodwood Aerodrome Consultative Committee Meeting Wed 6-1-2020 - Trial for the use of beyond line of sight drones.

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Mon 18/01/2021 09:25

To: [REDACTED]

Cc: [REDACTED]

Dear [REDACTED]

Thank you very much for getting in touch.

We can confirm that this development has been included in our mapping and will not be overflown.

The rules for overflight are that we should remain a minimum specified lateral distance from 'congested areas' when flying Beyond the Visual Line of Site of the UAV operator. That distance is usually 150m and congested areas refers to areas used for residential, commercial, industrial and recreational use. We concluded that construction sites would fall within these rules.

I hope this answers your question.

Kind Regards,

[REDACTED]

[REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - DAATM (MOD)

20210111 - MOD Response to Proposed TDA at Goodwood Aerodrome - O

[REDACTED]

Mon 11/01/2021 08:46

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

[REDACTED]

Thank you for including the MOD in your engagement for the TDA proposed to be established at Goodwood Aerodrome.

The MOD have no issues or objections to this proposal, including the proposed length of consultation for the second phase of the project. As stated in the engagement proposal, the MOD would be very keen to see that NOTAMs are published at least 24 hours prior to activities commencing and that an appropriate contact number be made available in both the AIC and the NOTAM.

Please continue to keep us informed (via the [REDACTED] email address) as the ACP develops.

Regards,

[REDACTED]

[REDACTED]

Re: 20210111 - MOD Response to Proposed TDA at Goodwood Aerodrome - O

[REDACTED]

Mon 11/01/2021 09:07

To: [REDACTED]

Dear [REDACTED]

Thank you very much for your response. If you have any questions in the future, please get in touch. I hope all is well with you?

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - [REDACTED] (GA)

From: [REDACTED]
Sent: 18 January 2021 12:47
To: Flving School [REDACTED]
Cc: [REDACTED]
Subject: RE: Important Information

Hi [REDACTED]

Thank you for this – interesting!

I just have one or two questions.

- 1) Dimensions - no comment/seem fine. Re Timings: Published hours of Goodwood aerodrome, April – Oct, are 09:00-18:00 L. Will these change? - as P7 includes "... and outside of the operating hours of GoodwoodAerodrome." "..... could take place between 0600 - 0900 and/or between 1700 and 2100 local, 7 days per week, ..."
- 2) If the priority P8 is applied "Any aircraft requiring to arrive or depart from Goodwood Aerodrome during the hours of TDA activation would be given priority over UAV operations, following co-ordination with the TDA Operating Authority" then that will be good. Out of interest, will UAVs be operating any ADS-B out device
- 3) The TMZ. P12 "...This will include details on access arrangements for any non-equipped aircraft wishing to arrive/depart Goodwood Aerodrome during TMZ activation." I suppose that may be of concern to some. Will a SkyEcho 2 equipped aircraft (only device) qualify as transponder equipped, in the TMZ, for this project, I wonder?
- 4) Local Community feedback. Nothing useful to add.

See you soon.

Best regards

[REDACTED]

RE: Important information

[REDACTED]

Tue 26/01/2021 08:58

To: [REDACTED]

Cc: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>; [REDACTED]

[REDACTED]

Good morning [REDACTED], I hope that you are well.

In response to the questions you asked as part of the proposed UAV TDA consultation, please find answers, in red, below.

- 1) Dimensions - no comment/seem fine. Re Timings: Published hours of Goodwood aerodrome, April – Oct, are 09:00-18:00 L. Will these change? - as P7 includes "... and outside of the operating hours of Goodwood Aerodrome." "... could take place between 0600 - 0900 and/or between 1700 and 2100 local, 7 days per week, ..."

The timings given in the document were to cover year-round times, but you are correct, as the TDA is proposed to be available April-Sept, its activation could take place between 0600-0900 local and/or between 1800 and 2100 local from April-September. In addition, if for any reason the aerodrome is closed to normal traffic during the day, we may activate the TDA between the hours of 0900-1800.

- 2) If the priority P8 is applied "Any aircraft requiring to arrive or depart from Goodwood Aerodrome during the hours of TDA activation would be given priority over UAV operations, following co-ordination with the TDA Operating Authority" then that will be good. Out of interest, will UAVs be operating any ADS-B out device.

Yes, the UAV's will be equipped with ADS-B out.

- 3) The TMZ. P12 "...This will include details on access arrangements for any non-equipped aircraft wishing to arrive/depart Goodwood Aerodrome during TMZ activation." I suppose that may be of concern to some. Will a SkyEcho 2 equipped aircraft (only device) qualify as transponder equipped, in the TMZ, for this project, I wonder?

SkyEcho2 is a CAP1391 approved device and we anticipate that CAA will allow us to grant access to the TMZ for CAP1391 approved devices in alignment with emerging policy. We will confirm this when we consult on the TMZ later this year.

[REDACTED]

[REDACTED]

Goodwood, Chichester, West Sussex, PO18 0PH

[REDACTED] [REDACTED]

EMAIL CORRESPONDENCE - FARNBOROUGH AIRPORT

Goodwood BVLOS TDA

[REDACTED]

Sat 23/01/2021 15:21

To: Good [REDACTED] VLOS <goodwoodbvlos@traxinternational.co.uk>

Morning [REDACTED],

Firstly apologies for the delayed reply, I appreciate this falls outside the 15th January deadline which I had intended to respond by. Unfortunately having just taken over this role, your original email was mislaid.

Having looked the proposal there are would be no significant affect on our operations. Farnborough LARS west would have some interaction with regard to traffic working Farnborough West in that area. Therefore the controllers would need to be more vigilant to potential infringements during active periods.

Farnborough would also need a procedure between Goodwood by means of a telephone call, to ensure that activity periods were notified and contact details to notify the DAAIS (Goodwood) of any infringements. We would annotate the area on Radar screens as we do with temporary danger areas now, which would be selected once notified active.

There are no issues with the proposed dimensions.

Again, apologies for the delay responding.

Any further questions, please don't hesitate to contact me.

[REDACTED]

NATS

[REDACTED]

Farnborough Airport

Control Tower Building

Farnborough

Hampshire

GU14 6XA

[REDACTED]

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



Re: Goodwood BVLOS TDA

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Mon 25/01/2021 09:27

To: [REDACTED]

Good Morning [REDACTED],

Thank you very much for getting in touch.

We will be issuing the NOTAM for any activity at least 24hrs in advance, but we would be happy to call you on the day of activity to let you know - please let us have a good contact number if that is suitable?

Closer to the time of the trial we will provide you with a number for us, so you can notify us of any infringements. Also, can I ask what sort of primary radar coverage you have in the vicinity of the TDA?

I will make sure to add your details to our stakeholder list, so you get all future correspondence directly.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - HADFOLD FARM AIRFIELD

ACP-2020-082

[REDACTED]

Mon 25/01/2021 11:15

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

Dear [REDACTED],

I and my fellow pilots based at **Hadfold Farm airfield**, south of Billingshurst, West Sussex became aware of your above ACP very recently.

We are a very active group of 8 owner/pilots operating various microlight and light sport aircraft from Hadfold Farm, which is just 14nm from Goodwood and identified on both CAA charts and on SkyDemon – coordinates N510005 W0002744. As such we regularly fly around the area proposed by your ACP for a TDA and subsequent TMZ.

Can you please add us to your stakeholder list for future consultation? The contact will be our airfield owner:

[REDACTED]

But please keep me copied on any communications.

Best regards

[REDACTED]

Sent from [Mail](#) for Windows 10

Re: ACP-2020-082

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Mon 25/01/2021 14:09

To: [REDACTED]

Cc: [REDACTED]

📎 1 attachments (625 KB)

Goodwood BVLOS_TDA Stakeholder Engagement_Doc_V1.0.pdf;

Dear [REDACTED],

Thank you very much for getting in touch. I will add both you and [REDACTED] to our list of stakeholders, so you will be included in all future correspondence. We had contacted NATMAC, which is the National Air Traffic Management Advisory Committee and includes the Light Aircraft Association, British Gliding Association, British Microlight Aircraft Association, and lots of other aviation industry bodies, so apologies that the information had not reached you.

Please find attached a copy of the engagement document we sent out to stakeholders. Although the deadline for feedback has now passed, please do get in touch if you have any questions. You can also find more information on our ACP on the CAA Portal [here](#).

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - [REDACTED] (GA)

TDA

[REDACTED]

Wed 23/12/2020 11:50

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Question:

If, as you state "This project aims to demonstrate a concept of providing UAV operators a "detect" capability to allow them to avoid other airspace users, without the requirement for a TDA" , then why do you talk about the future need for a TMZ. A TMZ in this busy area between the downs and the coast is a huge restriction to place on many airspace users who ply this area as well as all the summer visitors to the Isle of Wight. Many light aircraft and nearly all microlights do not have transponders.

I operate an LAA Permit aircraft from a farm strip just north of the TDA and see this as a threat to my liberty. I know of three similarly based aircraft near me and several others in the near area. I expect there are some even within the TDA.

I also fly paragliders and know that my local club will be writing to tell you about all the cross country flights that take place along and either side of the downs in that area.

Regards

[REDACTED]

(Midhurst)

Re: TDA

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Fri 15/01/2021 12:12

To: [REDACTED]

Dear [REDACTED]

Thank you very much for your email and apologies in the delay in responding to you.

The intention is that **Stage 2** of our trial will take place within a Temporary TMZ, where the carriage of a Mode S transponder or ADS-B Out will be the minimum level of equipage for entry into the TMZ. This will provide a known surveillance environment to provide the UAV operator with a detect capability. At this stage, we are not expecting the 'avoid' capability to be an autonomous one; the UAV operator will use the surveillance system to tactically avoid conventional aircraft which will be conspicuous via the establishment of the Temporary TMZ for that part of the trial. We will be consulting on the specifics of the Temporary TMZ in May/June this year.

For the time being, however, Stage 1 of the project is to take place within a TDA whilst the assurances for Stage 2 are developed. Part of these assurances to be developed will be the definition and testing of the 'Avoid' capability for the UAV operator and this phase requires the establishment of the Temporary TDA to ensure a safe testing environment. Please note that activation of the TDA would only be outside of Goodwood Aerodrome's operating hours and only activated when required for UAV testing, it will not be a daily occurrence.

We have been in contact with local gliding and paragliding clubs to help to mitigate as many adverse impacts of the TDA as possible. Based on feedback so far, the final proposed shape of the TDA is shown below.



I hope this answers some of your concerns.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



Re: TDA

[REDACTED]

Fri 15/01/2021 15:05

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Not really. You are just stating what you propose to do. What right have you to just take all that fee and open airspace for your own commercial gain!

[REDACTED]

On 15/01/2021 12:12, Goodwood BVLOS wrote:

EMAIL CORRESPONDENCE - KENT, SURREY, SUSSEX AIR AMBULANCE

ACP-2020-082

Mon 11/01/2021 16:57

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

Good afternoon,

If i may introduce myself; I am [REDACTED] and the [REDACTED] for the Kent Surrey Sussex Air Ambulance, I'm also an employee of Specialist Aviation Services.

I'm emailing regarding the proposed establishment of the Temporary Danger Area at Goodwood Aerodrome. I would like to highlight the potential issues for the Air Ambulance and its operation within the TDA.

Kent Surrey Sussex Air Ambulance operates H24 with 2 Helimed aircraft from its base at Redhill Aerodrome. The Helimed aircraft are afforded Category A priority status in any of the following scenarios.

The 4 scenarios that would conflict with our Operations are;

1. Responding to a life-threatening emergency, either from Base location or airborne that requires entry into the TDA.
2. Transit of the TDA where transit above 2000' is not possible due to weather.
2. Transporting of a patient to St Richards Hospital, Chichester (within the TDA).
3. Transporting of a patient from St Richards Hospital, Chichester.

The Air Ambulance operates on an immediate dispatch to life threatening time critical injuries. No prior knowledge of location is known until the moment of dispatch. It is also possible that the aircraft is tasked when airborne. Given the above criteria it would be impossible for the Air Ambulance to inform the DAAIS with prior knowledge of entry into the TDA by telephone and would rely purely on the effective communications with DAAIS via VHF - 124.455.

The deactivation of the TDA once communication with DAAIS is established would then need to be immediate. I note from the FAQs in the document that the deactivation of the TDA would be deactivated as soon as practicable. What would this timeline likely to be in real terms? To give perspective on this consider that It's unlikely the Air Ambulance could establish communication with DAAIS at greater than 10nm, which would be 5nm to the TDA boundary and so a flight time of 2 minutes to entry to the TDA.

Is the entry of the Air Ambulance into the TDA reliant on the DAAIS speaking to the Drone operator who then retrieves the drone to EGHR - DAAIS then deactivates the TDA and issues a clearance ,if so, what timeline should be expected for this.

Transit of the TDA would again require an immediate deactivation of the TDA. Transit of the TDA would be required if EnRoute to another location outside of the TDA. If possible, the Aircraft would climb to avoid the TDA but only if the weather allows with a cloud base above the height of the TDA set at 2000'. Transit around the TDA may either not be possible due to weather or undesirable due to the time delay required to do so.

The 2 scenarios for use of St Richards Hospital by the Air Ambulance will have different levels of notice to DAAIS. Flight to the Hospital should be known prior to take-off whether that be a field location, base or other Hospital, so its most likely that crews would contact DAAIS with prior notice, but prior notice could be as little as 10 minutes and again may only be possible once airborne with VHF communications.

Departure from St Richards Hospital should be likely by telephone but would still require an immediate response to the deactivation of the TDA.

Could consider the issues presented and give reassurance that our operations will not be hindered during the TDA trial.

Best regards



Air Ambulance

Kent Surrey Sussex

Re: ACP-2020-082

Hannah McDonald <hannah@traxinternational.co.uk>

Fri 15/01/2021 09:36

To: [REDACTED]

Cc: [REDACTED]

Dear [REDACTED]

Thank you very much for getting in touch and for the information and feedback you have provided us with. Hopefully, we have answered your concerns below.

During the TDA activation, a Danger Area Activity Information Service (DAAIS) will be available from the Goodwood Aerodrome FISO on the Goodwood Information VHF frequency 122.455 and/or by phone. Contact details will be available in the Aeronautical Information Circular (AIC).

Requests for access to the TDA by airborne emergency services shall be made direct to the FISO on 122.455 or they can be made by telephoning the TDA Operating Authority on the details provided within the AIC, though we note the latter is unlikely for some of your operations.

Access to the TDA by emergency services will **always** be given priority over UAV operations, which will be immediately suspended. The UAV operators will monitor the Goodwood FISO frequency to maintain situational awareness and implement actions without delay.

I hope this alleviates any concerns you may have, but please do get in touch if you have any further questions. I will add both you and [REDACTED] to our stakeholder list, so all future information and correspondence comes directly to you.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - LASHAM GLIDING CLUB

Response from Lasham to TDA AT GOODWOOD AERODROME – APRIL-SEPTEMBER 2021

Tue 22/12/2020 12:07

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Dear [REDACTED],

Below is our response to the proposed TDA at Goodwood.

The proposed dimensions of the TDA.

A 5nm radius appears to be a large area for this operation and although it only goes up to 2000ft QNH it will still prove to be a significant obstacle for powered aircraft that are transiting the area on days when the cloud base is below 3000ft. In the event of an engine failure it is unlikely that any powered aircraft would be able to glide clear even if they are cruising at 4000ft+

Gliders often fly down to the South coast and transit through that area at the end of the soaring day on their way back to Lasham. An average performance glider would need a minimum of 4500ft to cross over the entire dimension of the TDA. There are not that many days when this is an option, so the inevitability would be a diversion around it. Although most glider pilots fly with moving maps, very few are equipped with software that will display NOTAM information. The result will be an element of uncertainty, so they will probably have to plan to go around it.

Reducing the Radius to 3nm would be a vast improvement on the impact of pilots flying in the area.

The proposed timings and your thoughts on the access arrangements.

I have made the assumption that the timings stated in the document are local unless its specified as UTC?

The likelihood of any gliders being in the area before 9am is very small, so the morning time would not be an issue for us. Our tow plane maintenance is carried out by Goodwood Engineering and i would have to find out if we collect or deliver our aircraft outside of normal aerodrome operating hours.

If the TDA started again at 5pm local time it is very likely on a number of days that there would still be gliders either in the local area, or planning to transit through on their way back to Lasham. With the implementation of the Farnborough airspace it has become more challenging to route back from the South, so the addition of an extra piece of airspace to worry about would make life difficult for glider pilots. It also creates another choke point in the busy North /South corridor.

We have done studies on GA traffic levels around Lasham and we know that the numbers reduce dramatically between 5-6pm. Starting the TDA at 6pm would reduce the impact on all aviation stakeholders.

Any safety concerns or any considerations that the operations may have on your existing operations.

None.

Any feedback you may have from a local community perspective.

I have been contacted by the Bognor Regis Gliding Club who are concerned that the dimension of the TDA would have an impact on their evening flying operation. A reduction in the radius of the TDA would alleviate these concerns.

The proposed length of our consultation on the TMZ (8 weeks in May/June 2021)

This should provide enough time for the gliding community to post their comments on the proposal.

Best Regards.


Lasham Gliding Society

—

**Re: Response from Lasham to TDA AT GOODWOOD AERODROME – APRIL-
SEPTEMBER 2021**

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Mon 04/01/2021 12:41

To: [REDACTED]

Good Afternoon [REDACTED],

I hope all is well and you had a good Christmas and New Year?

Thank you very much for your response on the Goodwood BVLOS project. We were hoping you might be available this week to have a Teams/Skype/Zoom call with [REDACTED] myself and hopefully [REDACTED] from the Goodwood Innovation Centre so we can discuss the points you raised?

If you could let me know if that would work for you and some date/time options I can get something set up.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



Re: Response from Lasham to TDA AT GOODWOOD AERODROME – APRIL-SEPTEMBER 2021

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Fri 08/01/2021 13:39

To: [REDACTED]

Dear [REDACTED],

Thank you very much for taking the time to meet with us on Thursday. Please find below the answers to the questions/points you raised which we discussed yesterday.

Reducing the Radius to 3nm would be a vast improvement on the impact of pilots flying in the area.

To conduct BVLOS operations, the consortium require permission from the CAA and need to provide assurances to the regulator that the trial will be conducted safely. Part of being able to do this is establishing a buffer area around each of the planned routes the drones will fly, this establishes a containment area, giving a safe space for the drone to re-establish comms with the operator in case of any issues. Due to the presence of these buffer zones, the drone cannot operate up to the edge of the any TDA. In addition, all operations have to avoid residential/industrial and recreational areas within the TDA, therefore, the TDA needs to be c.5nm to create routes that can demonstrate BVLOS, whilst still avoiding the residential and industrial areas.

Aircraft/Gliders in an emergency

The TDA airspace is not intended to exclude any aircraft in distress. A procedure will be set up for any aircraft in an emergency to be able to call the FISO, who will give them priority and liaise with the drone operator to ensure the manned aircraft can transit the airspace and/or land safely. This will also apply for emergency services, such as Search and Rescue/Police helicopters, they will be given priority and Standard Operating Procedures will be developed to cover these scenarios.

NOTAM Concerns

We can assure you that there will always be a minimum of 24hrs notice via NOTAM prior to activation of the TDA, therefore your pilots briefing on the day of flight will always have that information.

Tow plane maintenance at Goodwood

A key aim for the consortium is to ensure that there is no adverse impact on any manned operations at Goodwood Aerodrome. Any planned movements will have priority over drone operations, and we will arrange our flying around them. We will work closely with the aerodrome and the operators based there to ensure that we do not interfere with their operations.

We have done studies on GA traffic levels around Lasham and we know that the numbers reduce dramatically between 5-6pm. Starting the TDA at 6pm would reduce the impact on all aviation stakeholders.

We discussed if there were any particular glider flight patterns that could typically take place in that 5-6pm slot. You explained that flight patterns vary greatly, depending on the weather conditions therefore we wouldn't be able to consider re-configuring the Danger Area so as to only activate certain portions at certain times. You did kindly offer to email us to provide advance notification of when glider activity in the area could be expected to be prevalent so we can be aware of glider activity on those occasions. You advised that all Lasham based gliders are fitted with FLARM and c.20% are also fitted with transponders. You advised that the proposed size of the TDA is manageable and now you understood what we were trying to achieve in more detail that you considered the proposal manageable subject to the ability to handle access to the TDA in emergency scenarios.

I hope this email confirms all the discussion that took place yesterday, and if you have any further question please get in touch. We will be in contact prior to the development of

the next phase of the project, the establishment of the TMZ to get your thoughts on that and to hopefully identify any different impacts it might have on your operations.

Once again [REDACTED], many thanks for your time.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - [REDACTED] (GA)

From: Flying School [REDACTED] >
Date: [REDACTED]
To: [REDACTED]
Subject: FW: Drones

FYI

From: [REDACTED]
Sent: 13 January 2021 09:57
To: Flying School [REDACTED]
Subject: Drones

Hi [REDACTED]

what are benefits to goodwood aerodrome and current aeroclub members of this new scheme

My concerns are

1 large chunk of airspace taken out

2.what happens to out of hours flying in summer

3.is it thin edge of wedge

there is no detail on case for drones in combating covid 19 which is the only public good mentioned

Google this gives a report from Unicef

Drones Use Cases The reports from the media and other available sources have identified three key use cases of drones in response to COVID-19. These include: 1. lab sample pick-up and delivery and transportation of medical supplies

in order to reduce the transportation times and minimize the exposure to infection

2. aerial spraying of public areas in order to disinfect potentially contaminated places; 3. public space monitoring and guidance during lockdown and quarantine.

but raises many concerns about spraying of public areas and public monitoring as open to abuse

all the best

[REDACTED]

Re drones

[REDACTED]
Tue 26/01/2021 17:04

To: [REDACTED]
Cc: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>; [REDACTED]
[REDACTED]

Hi [REDACTED], thank you for taking the time to respond to the airspace change consultation document. I hope that you are well and all is good with you.

In answer to your questions, please see below....my answers are highlighted in red.

what are benefits to goodwood aerodrome and current aeroclub members of this new scheme. There are a number of potential benefits, both in terms of proving the operation of UAVs

in unsegregated airspace and, longer term, perhaps a commercial opportunity for Goodwood with increased business. Like the majority of aerodromes, we are increasingly looking at ways to

diversify what we do here to underpin the commercial strength of the business. Whilst there is no immediate commercial benefit to the aerodrome for this particular trial, there is a relatively high demand for UAV training and operation in an emerging marketplace. The intent will be to integrate the UAV traffic demand in amongst our more usual fixed/rotary traffic

but in a way that there is not any safety or commercial risk to the customers who currently use Goodwood airspace.

My concerns are

1 large chunk of airspace taken out – the trial TDA is just that, a trial. the classification of the airspace around Goodwood remains Class G and as such there will not be a detrimental effect on the way that you and other customers operate. The scope of the project very clearly sets out that any operational impact on the way that our customers use the airspace will not be acceptable.

2.what happens to out of hours flying in summer – no change here. If you're flying out of hours, fixed/rotary traffic has priority over all/any UAV traffic in the interests of avoiding conflict. So long as you have notified the aerodrome of your intention to arrive/depart outside of aerodrome hours, UAV operations will be suspended to facilitate your arrival/departure

3.is it thin edge of wedge – Goodwood isn't seeking to increase its airspace beyond the trial and the ATZ remains extant throughout. The scale of service provided under AFISO will continue to be limited by the shape/size of the ATZ ie 2nm radius and 2000' aal.

I hope that I've answered your questions adequately, and thank you again for taking the time to respond to the consultation document.

very best regards,
[REDACTED]

EMAIL CORRESPONDENCE - [REDACTED] (GA)

[REDACTED]
[REDACTED]
[REDACTED]

Begin forwarded message:

From: Flying School [REDACTED] >
Date:
To: [REDACTED]
Subject: FW: Important information

FYI

Flying School
Goodwood, Chichester, West Sussex, PO18 0PH
[REDACTED]

From: [REDACTED]
Sent: 12 January 2021 10:57
To: Flying School [REDACTED]
Subject: Re: Important information

[REDACTED],

Thank you. I have no objections.

A few points:

- 1) The only safety concern I would have would be out-of-control UAV's hitting my aircraft but as my aircraft is hangared that's not a problem for me!
- 2) I may occasionally want to come back after hours in the summer but it sounds like the only restriction will be that if a UAV is airborne then I may have to hang around outside the TDA for 10 mins or so until it is back on the ground. If so then fine.
- 3) An 8 week consultation period is fine by me.
- 4) I note that it is expected that the noise output will be less obtrusive than conventional aircraft as it will be quieter. My experience of drones is that they emit a higher frequency than conventional aircraft and, although quieter, may actually be more annoying.

Regards

[REDACTED]

[REDACTED]

Re important information

Tue 26/01/2021 17:00

To: [REDACTED]
Cc: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>; [REDACTED]

Good afternoon [REDACTED], I hope you are well.

Thank you for taking the time to reply to the recent airspace consultation document. Please find below, highlighted in red, the answers to the questions you have asked.

1) The only safety concern I would have would be out-of-control UAV's hitting my aircraft but as my aircraft is hangared that's not a problem for me!

2) I may occasionally want to come back after hours in the summer but it sounds like the only restriction will be that if a UAV is airborne then I may have to hang around outside the TDA for 10 mins or so until it is back on the ground. If so then fine.

When the TDA is active a FISO will always be in-situ. Access to the TDA requires prior permission from the aerodrome so as long as you have informed the aerodrome of your out of hours arrival/departure, airfield you will be given priority.

3) An 8 week consultation period is fine by me.

4) I note that it is expected that the noise output will be less obtrusive than conventional aircraft as it will be quieter. My experience of drones is that they emit a higher frequency than conventional aircraft and, although quieter, may actually be more annoying.

We are submitting a noise impact assessment to the CAA as part of our request for the TDA which demonstrates a very low impact, largely due to the infrequency of the operation and the type of drones that will be flying. Your point about the frequency of the sound is correct and the CAA advise to add on a 10dB 'penalty' for use of multicopter drones. We will also be avoiding overflight of residential and commercial areas. Whilst we don't anticipate any adverse noise impacts, noise complaints can be made through the normal Goodwood Aerodrome channels and we will work with local communities to try and rectify any issues that arise.

Very best regards,

[REDACTED]

[REDACTED]
Goodwood, Chichester, West Sussex PO18 0PH
[REDACTED]



EMAIL CORRESPONDENCE - NATS NERL

ACP-2020-082

[REDACTED]

Mon 11/01/2021 15:21

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

Good Afternoon,

Thanks you for allowing NATS NERL to Impact Assess your ACP. The NATS NERL response is as follows,

Feedback

1. The proposed dimensions of the TDA, the proposed timings and your thoughts on the access arrangements,
No Impact
2. Any safety concerns or any considerations that the operations may have on your existing operations
No Impact
3. Any feedback you may have from a local community perspective
N/A
4. The proposed length of our consultation on the TMZ (8 weeks in May/June 2021)
NIL

Regards

[REDACTED]

NATS

[REDACTED]

Manager NATS Operational Policy

[REDACTED]

Re: ACP-2020-082

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Mon 11/01/2021 15:22

To: [REDACTED]

Cc: [REDACTED]

Dear [REDACTED],

Thank you very much for taking the time to respond. If you have any question on this project in the future, please get in touch.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - NPAS

RE: PROPOSED TEMPORARY DANGER AREA AT GOODWOOD AERODROME –
APRIL-SEPTEMBER 2021 [OFFICIAL]

[REDACTED]
Wed 16/12/2020 15:47

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Classification: OFFICIAL

Hi [REDACTED],

I would not foresee this proposal having an unacceptable impact on Police helicopter operations provided that:

- The DAAIS freq is promulgated in the NOTAM.
- DAAIS is also available during any TDA activation outside of normal airfield operating hours.
- DAAIS has the ability to halt drone operations at short notice if required.

Thank you.

[REDACTED] gards

[REDACTED]
National Police Air Service

[REDACTED]
Web: www.npas.police.uk



**Re: PROPOSED TEMPORARY DANGER AREA AT GOODWOOD AERODROME –
APRIL-SEPTEMBER 2021 [OFFICIAL]**

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Mon 21/12/2020 10:25

To: [REDACTED]

Dear [REDACTED],

Thank you very much for your response. We will ensure that we are able to comply with the requirements you have stated in your email.

If you have any further questions, please get in touch.

Kind Regards,

[REDACTED]

[REDACTED]

Web: www.traxinternational.co.uk



Goodwood TDA [OFFICIAL]

[REDACTED]
Tue 22/12/2020 12:27

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

Classification: OFFICIAL

Good Afternoon,

I am writing regarding the plans to create a TDA at Goodwood in April of 2021. I work for the National Police Air Service who operate all Police aircraft in England and Wales. I am interested to establish the nature and risks around the TDA and welcome the opportunity to engage in dialogue for the benefit of flight safety (both ours and yours) and operational effectiveness. Please continue to copy me into your plans and perhaps we can discuss in the New Year so NPAS remains fully sighted and considered.

[REDACTED] – FYI. I will share what I have with you.

Many thanks.

Best Regards

[REDACTED]

[REDACTED]

Police Air Service

[REDACTED]

web: www.npas.police.uk



Re: Goodwood TDA [OFFICIAL]

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Fri 08/01/2021 16:34

To: [REDACTED]

Dear [REDACTED]

Thank you very much for your email. We have been in touch with [REDACTED] from the NPAS and received a response from him, however we will add both you and [REDACTED] to our distribution list to ensure you have sight of all future information.

Any requests for short-notice access to the TDA by emergency services can be made with the FISO who will give priority and liaise with the drone operator to ensure that UAV operations are suspended. Details will be provided in the AIC however please let us know if you would like a call to discuss this or any other aspects

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



Goodwood BVLOS TDA Stakeholder Engagement Doc V1.0

[REDACTED]
Fri 22/01/2021 15:14

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

I respond to the subject document as the owner and pilot of a vintage, non-electric aircraft based at Goodwood, which has no transponder but with SkyEcho ADSB out as the sole EC capability (albeit as yet untested due lockdown restrictions). I frequently operate after hours.

There is an apparent error in the subject document in that Goodwood Operating Hours are referred to as 0900L to 1700L, after which the TDA can be activated - this is surely not correct; the UK AIP states Goodwood's hours April - October as 0800Z-1700Z ie closing at 1800L.

Overall I have no major objection to the proposal for the Temporary Danger Area, as I have been assured that there will be no impact on GA aircraft operations, either within or outside of the published operating hours, and that those GA operations will be prioritised over UAV ops, with FISO coverage in ATS as appropriate.

Longer term, I do anticipate issues with the TMZ proposal, based on the subject document's reference to a TMZ being "*wherein the carriage and operation of pressure-altitude reporting transponders is mandatory*", with no mention of other EC options. I trust that will be addressed in the proposed May/June consultation concerning the TMZ proposal.

I do have a general concern that this TDA, and perhaps more so any subsequent proposed TMZ, will be seen by the General Aviation community at large as yet another airspace constraint and consequent chokepoint for general aviation in the already complex airspace in the South of England area. As such, it may have a deterrent effect on visitors to the area, including to Goodwood, and have an adverse effect on numbers of visitors and therefore revenues.

[REDACTED]

Response to TDA trial document

[REDACTED]

Tue 26/01/2021 08:55

To: [REDACTED]

Cc: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>; [REDACTED]
[REDACTED]

Morning [REDACTED], hope all good with you. In response to your email about the UAV TDA proposal, please find below the answers, in red, to the questions that you asked.

There is an apparent error in the subject document in that Goodwood Operating Hours are referred to as 0900L to 1700L, after which the TDA can be activated - this is surely not correct; the UK AIP states Goodwood's hours April - October as 0800Z-1700Z ie closing at 1800L. **Yes, you are correct, we would be limited to TDA activation until after 6pm local Apr-Oct (which is when the TDA is proposed for).**

Overall I have no major objection to the proposal for the Temporary Danger Area, as I have been assured that there will be no impact on GA aircraft operations, either within or outside of the published operating hours, and that those GA operations will be prioritised over UAV ops, with FISO coverage in ATS as appropriate. **Correct, so long as out of hours GA operations in and out of Goodwood have been notified to the TDA Operating Authority (Goodwood) then those movements will be prioritised. A FISO will be present throughout any TDA activation.**

Longer term, I do anticipate issues with the TMZ proposal, based on the subject document's reference to a TMZ being "*wherein the carriage and operation of pressure-altitude reporting transponders is mandatory*", with no mention of other EC options. I trust that will be addressed in the proposed May/June consultation concerning the TMZ proposal. **Yes, we will provide full details in that consultation, but we expect that carriage of CAP1391 approved devices, such as your SkyEcho ADS-B Out will meet the minimum requirements in line with emerging CAA policy.**

Very best regards,

[REDACTED]

[REDACTED]
[REDACTED]
Goodwood, Chichester, West Sussex PO18 0PH
[REDACTED]



EMAIL CORRESPONDENCE - SKY SURFING CLUB

BVLOS Operations from Goodwood Aerodrome

[REDACTED]

Tue 22/12/2020 11:34

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

We have received the document "Working Towards BVLOS Operations in Non-Segregated Airspace" via the British Hang Gliding and Paragliding Association (BHPA). Having read the document I am aware that we (the Sky Surfing Club managing hang gliding and paragliding in the South East Hampshire and West Sussex area) would constitute a local community. I notice that on Pg 4 it states that "...the project ... must not adversely negatively impact the Goodwood operation, their customers or **local communities**". However, as a local community the current proposal does have the potential to impact our operations.

The club flies from a number of sites in the area, in particular Butser Hill and Harting Down, the chosen site depending on wind direction. The aim of many pilots is to fly cross country (XC) when the thermal conditions allow. The main routes from Butser Hill in a W to NW wind take pilots down through the area of the proposed TDA. Likewise, the main routes from Harting Down in a WNW to NE wind direction will also take pilots through the proposed TDA. On particularly good days in a NW wind, it has been known that pilots have flown from sites such as Westbury (Wiltshire) and Coombe Gibbet (nr Newbury) through the affected area in the past.

Cross country flights typically take place when thermals are active, i.e. from approximately 1100 to approximately 1 hour before sunset. The originally proposed operational times of 0600 to 0800 would therefore not affect our operations. However, the new proposed times of operation include 1700 to 2100 and between 0900 to 1700 on days when Goodwood Aerodrome is closed which are therefore likely to affect our operations.

Because the unpowered flying community are largely dependent on the strength and direction of travel of thermals it is unlikely that it would be possible to fly around the proposed TDA, especially as it covers a large area, and certainly not possible to transition above it without the risk of sinking into it.

It should be noted that the majority of the hang gliding and paragliding community do not carry transponders or radios, and therefore the future implementation of a TMZ would have the potential to very significantly impact our operations.

Questions:

1. Have **all** local aerial communities been contacted? For example, gliding clubs at Parham and Lasham, microlight pilots, balloonists, model flying clubs? To my knowledge we were not contacted before the implementation of the TDA during 2020.
2. Would it be possible to stop the activation of the TDA after 1100 on days when the wind direction is between W and NE? For all other wind directions it is very unlikely to affect our operations and therefore could be activated without any issues for us. I cannot speak for any of the other communities mentioned in question 1.
3. It seems to cover a disproportionately large area, blocking the entire airspace for our operating zone between the South Downs and the coast. Is it really necessary to be so large?

Regards,

[REDACTED]
Chairman, Sky Surfing Club
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Re: BVLOS Operations from Goodwood Aerodrome

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Fri 08/01/2021 16:33

To: [REDACTED]

Dear [REDACTED]

Thank you very much for your email. We would like to take an opportunity to discuss your concerns and answer the questions you raised, would you be available for an online meeting next week? If so, please let me know your availability.

Thanks very much.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



RE: BVLOS Operations from Goodwood Aerodrome

[REDACTED]

Sat 09/01/2021 23:30

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

📎 1 attachments (15 KB)

Outlook-qrdt15dt.png;

Dear [REDACTED],

Further to my message yesterday, would it be OK if I included in the meeting our club safety officer, [REDACTED] [REDACTED]? He is a paraglider pilot (I am a hang glider pilot) so he can also bring the paragliding perspective better than I can.

He has less availability than I do, being unable to attend on Wednesday or Thursday. So if we could have the meeting on Monday (presumably afternoon by the time you see this) or Tuesday, or if neither of those days then Friday we would be grateful.

Thank you,

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: 08 January 2021 17:45

To: 'Goodwood BVLOS'

Subject: RE: BVLOS Operations from Goodwood Aerodrome

Dear [REDACTED]

Thank you for your offer of a meeting next week. I would be very pleased to take part. I am available pretty much any time, although Friday is not so convenient for me. I am happy to do the meeting via Zoom, WhatsApp or just by telephone.

Kind Regards,

[REDACTED]

-----Original Message-----

From: Goodwood BVLOS [mailto:goodwoodbvlos@traxinternational.co.uk]

Sent: 08 January 2021 16:34

To: [REDACTED]

Subject: Re: BVLOS Operations from Goodwood Aerodrome

Dear [REDACTED]

Thank you very much for your email. We would like to take an opportunity to discuss your concerns and answer the questions your raised, would you be available for an online meeting next week? If so, please let me know your availability.

Thanks very much.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk

RE: BVLOS Operations from Goodwood Aerodrome

[REDACTED]

Tue 12/01/2021 15:17

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Cc: [REDACTED]

📎 8 attachments (8 MB)

2019-05-21.pdf; Goodwood TDA and TMZ.docx; Outlook-lypzcbck.png; Outlook-5ewyngxvz.png; Outlook-jp3eyeou.png; Outlook-kujh2pll.png; Outlook-qrdt15dt.png; Goodwood flights.png;

Hi [REDACTED],

We have (or really, [REDACTED] has done the work to) quickly put together some information that we think you may find interesting. We will be happy to talk you through it at the meeting but I have included a brief explanation so that you can be a little bit more prepared rather than dropping it on you during the meeting. Hopefully you will find it useful to understand our issues.

Goodwood flights.png

Many pilots (but not all) these days carry GPS equipment that will track their flights and provide a track log at the end of it. If they choose to, the pilots can then upload their flights to a website - FlyXC. This picture shows the flights that have been logged that cover the area of concern. Whilst this is the accumulation of a number of year's flights (I'm not sure how many) it is only a proportion of the flights that have taken place, and the further back in time the smaller the percentage of flights that would have been logged since fewer pilots would have had tracking equipment. Of course, 2020 has been an unusual year since we have been unable to fly at all for much of the year, and most of us have been unable to go cross country (XC) when we have been able to fly between lockdowns (unless we have a retrieve driver from our own household). However, it does I think indicate that the proposed area of operation is quite a busy area for hang gliding and paragliding.

2019-05-21.pdf

This is the example of just one day, primarily showing that it is not just flights from the Sky Surfing Club that transit the area. This day had a NW or thereabouts wind direction which does fall between our Northerly site (Harting Down) and our Westerly site (Butser Hill) so not many Sky Surfing Club pilots would have flown and got away, although one did (see the red track). The other two tracks are pilots who flew from Coombe Gibbet, a hill near Newbury (one of the Thames Valley club sites). Interestingly, it looks to me as if the red track pilot found a sea breeze front which is why he (or she) changed from a downwind sort of direction to travel parallel to the coast for several miles.

Goodwood TDA and TMZ.docx

These are just some quick notes that [REDACTED] made which hopefully will be of interest in the meeting in addition to the information and questions I provided in my original response on 22/12/2020.

Regards,

[REDACTED]

-----Original Message-----

From: Goodwood BVLOS [mailto:goodwoodbvlos@traxinternational.co.uk]

Sent: 11 January 2021 15:06

To: [REDACTED]

Subject: Re: BVLOS Operations from Goodwood Aerodrome

Great! Thanks [REDACTED]. See you tomorrow!

Kind Regards,

[REDACTED]

Re: BVLOS Operations from Goodwood Aerodrome

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Thu 14/01/2021 16:56

To: [REDACTED]

Cc: [REDACTED]

Dear [REDACTED]

Thank you very much for your emails and your time on the call on this week. Please find below answers to your original questions and a summary of our conversation on Tuesday.

1. Have **all** local aerial communities been contacted? For example, gliding clubs at Parham and Lasham, microlight pilots, balloonists, model flying clubs? To my knowledge we were not contacted before the implementation of the TDA during 2020.

We have emailed the gliding clubs at Parham, Lasham and Bognor Regis as well as the Chichester & Model District Gliding Club. We have also contacted the British Balloon & Airship Club, British Gliding Association, British Helicopter Association, British Hang Gliding and Paragliding Association, British Microlight Aircraft Association, and the British Model Flying Association.

2. Would it be possible to stop the activation of the TDA after 1100 on days when the wind direction is between W and NE? For all other wind directions it is very unlikely to affect our operations and therefore could be activated without any issues for us. I cannot speak for any of the other communities mentioned in question 1. As we discussed on Tuesday, the TDA will not be active all day, every day. We are proposing the TDA would be available for activation from the 11th April until 23rd September 2021 and it would only be activated on an as-required basis and outside of the operating hours of Goodwood Aerodrome. Activation of the TDA could take place between 0600 - 0900 and/or between 1700 and 2100 local, 7 days per week, with actual dates and times of activation promulgated by NOTAM. Activation of the TDA would take place a minimum of 24 hours in advance. In addition, if for any reason the aerodrome is closed to normal traffic during the day, we may activate the TDA between the hours of 0900-1700.

If you can give us as much advance notice as technically possible of days you anticipate good weather conditions for flying in the Goodwood area, we are happy to work with you to try to find solutions for those days.

3. It seems to cover a disproportionately large area, blocking the entire airspace for our operating zone between the South Downs and the coast. Is it really necessary to be so large?

The size of the area needs to be large enough to accommodate a variety of different UAV tasks such as Point to Point flights or simulated aerial surveys. The number of residential and built-up areas within the vicinity of the aerodrome means we will be unable to operate in large swathes of the area whilst Beyond Visual Line of Sight. We also need to add a buffer zone around the edge of the planned routes, to ensure if any issues occur with the drone it doesn't go outside of the TDA.

To summarise our call Tuesday; the TDA is less of a concern for your operations, due to the timings it is planned to be active. However, during the summer months, any activation of the TDA in the evening could be an issue for you. We would very much like to keep lines of communication open with you and if you are able to give as much notification as possible of those days or any days of intense activity we are happy to work with you to try and manage the TDA activation.

Your larger concerns are about the TMZ planned later in the trial. We would like to confirm that this is to be a temporary TMZ, rather than a permanent change to the airspace. Assuming the trial stays on track, the TMZ is planned to be in place during the winter months, which should lessen the impact on your operations. We welcome your thoughts on having a dynamic TMZ, as opposed to H24 and will take that into consideration when we start to plan for the TMZ. We will of course, be in touch regarding the TMZ and a consultation will take place on it in May/June 2021.

You advised about an area along the ridge of the South Downs which is just inside the northern edge of the proposed TDA. You explained it is a common route for your operations, even in less-than-optimal conditions. We are currently looking at re-shaping the TDA to remain clear of that area.

You also queried why FLARM would not enable TMZ access for the 2nd part of the trial. The existing CAA TMZ policy mandates the carriage of Mode S transponders for a TMZ, but they are working on new policy to allow access for various other categories and combinations of electronic emission. We believe that these emissions will include existing documented transponder standards as well as standalone ADS-B emissions including CAP 1391 devices. We understand that is unlikely that emissions outside of the regulated aviation spectrum, 72

including the existing FLARM emission standard, will attain operational approval by the CAA under any revised policy.

I will add you both to our list of stakeholders, so that you receive future correspondence directly.

Once again, many thanks for your time on Tuesday and the information your provided us. If you have any further questions, please get in touch.

Kind Regards,

[Redacted Signature]

Mob: [Redacted]

Web: www.traxinternational.co.uk



RE: BVLOS Operations from Goodwood Aerodrome

[REDACTED]

Sun 17/01/2021 11:24

To: [REDACTED]@traxinternational.co.uk>

Cc: [REDACTED]



Dear [REDACTED],

Thank you for your answers to our questions and your notes on the meeting which I think form a good summary of our discussions. I would also like to thank you for being receptive to our concerns and your willingness to work towards solutions to our issues.

There were one or two pictures that [REDACTED] brought up in the meeting (e.g. showing the typical sorts of routes that the drones may fly). If they are available I would be interested to have a copy if that is possible. Thank you. They may just help with passing on to the rest of our committee and then our wider membership the aims of your project and how it will operate.

We look forward to further interaction as things develop with this project.

Regards,

[REDACTED]

-----Original Message-----

From: Goodwood BVLOS [mailto:goodwoodbvlos@traxinternational.co.uk]

Sent: 14 January 2021 16:56

To: [REDACTED]

[REDACTED]

Subject: Re: BVLOS Operations from Goodwood Aerodrome

EMAIL CORRESPONDENCE - SOUTHAMPTON AIRPORT

RE: PROPOSED TEMPORARY DANGER AREA AT GOODWOOD AERODROME – APRIL-SEPTEMBER 2021

[REDACTED]

Thu 17/12/2020 09:27

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Hi [REDACTED],

No comments from SOU/ Solent Radar.

Regards

[REDACTED]

[REDACTED] Manager

Southampton International Airport Ltd | Wide Lane | Southampton | SO18 2NL web
southamptonairport.com



[REDACTED]
Southampton Airport

[REDACTED]
[REDACTED]

www.southamptonairport.com
Southampton International Airport Ltd, Wide Lane, Southampton, SO18 2NL



**Re: PROPOSED TEMPORARY DANGER AREA AT GOODWOOD AERODROME –
APRIL-SEPTEMBER 2021**

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Thu 17/12/2020 16:39

To: [REDACTED]

Dear [REDACTED],

Thanks very much for your response. I hope all is well & you have a lovely Christmas.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



EMAIL CORRESPONDENCE - THORNEY ISLAND MICROLIGHT CLUB

ACP-2020-082

[REDACTED]

Wed 20/01/2021 16:57

To: [REDACTED]

Dear [REDACTED]

I have recently been made aware of the Airspace Change Request above, relating to the BVLOS Trial in non-segregated airspace at Goodwood Airfield.

I have read through the documentation on the CAA website, however as the Secretary of Thorney Island Microlight Club I am concerned that we have not been included on your stakeholder list. Please would you add us to your list of stakeholders, with me as the contact.

On reviewing the stakeholder list, I also have the following comments to add:

1. Glidden Microlight Site has not been used for at least 15 years, and therefore should be deleted from your list (I am sure you will have no contact details for this site)
2. You have included 'GA Aircraft' on the list. What exactly does this mean - ie who will you specifically engage for this stakeholder?
3. You have missed the following stakeholders. Please add them to your list, in addition to Thorney Island Microlight Club:

British Microlight Aircraft Association (BMAA). Contact is [REDACTED]
AOPA (Aircraft Owners and Pilots Association) [REDACTED]
Hampshire Microlight Flying Club. Cont [REDACTED]
Colemore Common Airfield. Contact is [REDACTED]

Please would you confirm that I you have actioned this mail.

hanks

[REDACTED]

Re: ACP-2020-082

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Wed 20/01/2021 18:10

To: [REDACTED]

📎 1 attachments (625 KB)

Goodwood BVLOS_TDA Stakeholder Engagement_Doc_V1.0.pdf;

Dear [REDACTED],

Thank you very much for getting in touch. Apologies for not including you in our original list of stakeholders, an omission on our part and I will ensure to add you, Hampshire & Colemore to our list for all future correspondence.

Thank you for the information on Glidden Microlight Site, that matches the information we had & I shall delete it from our list. The list of 'GA aircraft', is approximately 70 GA pilots who fly in/out of Goodwood, this list is kept and maintained by Goodwood Aerodrome.

One of the organisations we also contacted is NATMAC, the National Air Traffic Management Advisory Committee. This organisation includes a wide range of aviation related organisations including the BMAA and the AOPA as well as the BGA, the BHA, the BHPA and the BMFA. I have both [REDACTED] and [REDACTED] email as the contacts for their relevant organisations, so they should have received our correspondence.

Please find attached our engagement document, if you have any questions on the project please get in touch at goodwoodbvlos@traxinternational.co.uk.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk



Re: ACP-2020-082

[REDACTED]

Thu 21/01/2021 07:47

To: Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Dear [REDACTED]

Thank you so much for your reply, and apologies for the BMAA/AOPA confusion - just thought it strange that organisations like the LAA were explicitly mentioned, but not them. Anyway, all clear now.

I'll now do some (more) reading, however from the documents I've already read on the CAA website it seems pretty straightforward, and I don't see a massive impact for us (even at Goodwood as I also fly from there).

uck and kind regards

[REDACTED]

Re: ACP-2020-082

Goodwood BVLOS <goodwoodbvlos@traxinternational.co.uk>

Thu 21/01/2021 08:33

To: [REDACTED]

Dear [REDACTED]

It's no problem at all!

If you have any questions after you have read the engagement document, please do get in touch. Although the official deadline for feedback has passed, we would be happy to arrange an online call to discuss any concerns.

Kind Regards,

[REDACTED]

Mob: [REDACTED]

Web: www.traxinternational.co.uk