



EFFECTIVE: 0000Hrs 09 MAY 2017

EXPIRY DATE: UFN

OPERATIONAL BRIEF FOR PILOTS

GOODWOOD AERODROME - DRAINAGE PROJECT UPDATE

REVISED OPERATING PROCEDURES FOR RUNWAY 10-28

Project update

With the recent period of dry weather, work on the Aerodrome Drainage Project is progressing well. To date, 10km of drainage ditches have been dug, the runways have been regraded and the earthworks are complete. The whole area is now being hydro-seeded with pre germinated grass seed and irrigated.

Aerial image of work in progress



Runway 10-28 continues to be the only operational Runway. Whilst the Aerodrome Drainage Project earthworks are on-going, fire crew access to the VOR field is restricted and they are unable to meet the licensing times required for helicopter operations in that area. Therefore, rotary will continue to use 10-28 and share the Runway and the northern circuit with fixed wing, subject to the limits set below.

Circuit procedures

- Circuit height for both fixed wing and rotary will be 1200 feet agl.
- All aeroplanes should make a standard overhead join from 2000 feet agl.
- Helicopters should join the circuit DOWNWIND.
- With mixed operation, only 3 aircraft will be allowed in the circuit at any one time.
- NPR from Runway 28 has been revised to a slight left turn (previously 10°) from the upwind end of the runway, to fly through the gap between Summersdale and Lavant. Route towards the solar farm before turning crosswind, to avoid overflight of noise sensitive areas (see red highlighted areas on map below).
- NPR routes to be adhered to by all aircraft.
- No training in the area designated 'VOR Field'.
- Fixed wing following a rotary are to ensure adequate spacing due to vortex wake.

Revised circuit for rotary and fixed wing Runway 10/28.



Helicopter Training

- Areas designated for helicopter training will be at the discretion of Air Traffic and, if the runway is preferred, will be dependent on fixed wing activity within the circuit.
- If fixed wing and rotary are using the circuit simultaneously, touch and go helicopter activity should not involve a stop manoeuvre.
- Helicopter circuit join should be DOWNWIND and a *downwind* call made for traffic spacing purposes.

Operating procedures and restrictions

- All ATS instructions must be followed on the ground.
- Do not taxi close to the fence line adjacent to the works area due to rough ground.
- Aerodrome signs have been reinstated as before.
- Runway 10-28 has corner, threshold and edge markers (60m spacing).
- Fuelling will be from the pumps or bowser as per ATS instructions.
- Aircraft parking will be to the north of the Tower until further notice.
- PPR is mandatory for visiting aircraft.
- The fence line between the works site and the operational area is being replaced with cones.

Warnings

- The Aerodrome Drainage Project earthworks will continue during daylight hours 7 days a week.
- The risk of bird activity, FOD, dust, distraction of vehicle activity in the work site still exists.
- No entry is permitted onto the works site under any circumstances.
- Be aware of rotor downwash from helicopters.

General

During busy periods there may be a slight delay in circuit training, departing from, or arriving into Goodwood due to the restrictions of a mixed circuit with rotary and fixed wing. Please be patient and follow ATS guidance and instructions. Pilots must maintain a good lookout at all times and be aware of the diverse range of aircraft using the aerodrome; the type specific variations in speed and vortex wake risk from helicopters.

Enquiries

Air Traffic Services - 01243 755061. control.tower@goodwood.com

Mark Gibb - Aviation Operations Manager. Mobile 07810 868109. mark.gibb@goodwood.com

Emma Willis - Aerodrome Project Coordinator. 07947 453086. emma.willis@goodwood.com