

GENERAL CHANGES TO OPERATIONAL PROCEDURES DURING THE AERODROME DRAINAGE PROJECT

Overview of Project

Goodwood Aerodrome has been in existence since 1939 without any substantial maintenance work to the runways. With over fifty years of flying operations on it, the ground has become compacted and undulating, resulting in poor drainage. During periods of very wet weather, this has unfortunately meant the Aerodrome has had to close due to ground saturation and standing water. However, there is now a major investment programme underway to improve the surfaces of the runways and drainage on the Aerodrome.

Jacobs, the country's leading Civil Engineering Company, have developed a vertical drainage solution which involves resurfacing and regrading the two principal runways 14/32 and 06/24, and digging 10,000 metres of trenches around the perimeter of the runways and in a matrix across the manoeuvring area to help with drainage.

The highly respected and experienced Sports Turf Specialists, MJ Abbotts, were appointed the contractors for the earthworks, and began working on site at the start of the year. To enable the works they built a compound for welfare, vehicles and storage of materials, to the west of the intersection of the two principal runways 14/32 and 06/24.

To date, the drainage trenches have been dug, on average these are 1.80m deep and 0.60m wide, spaced every 25m. They are lined with Teram and were filled with 7000 tonnes of aggregate before the topsoil was replaced. The runways have been regraded to provide a level and stable operating surface, and a 1.5% crossfall has been incorporated to aid with drainage.

All the earthworks are now complete, and the whole area has been reseeded with nutrient coated grass seed which was drilled below the surface. It is now being sprayed with pre germinated grass seed in a hydro gel and irrigated. This process should be complete in the next few weeks.

We are hoping that by August the soil will have the necessary strength, and the grass sufficient root growth to provide us with the smooth and stable operating surface we need to reopen the runways.

It is an exciting and pioneering project which will ensure the success and sustainability of the Aerodrome for many years to come.

Enabling works

As the two main runways 06/24 and 14/32 were going to be taken out of service for a considerable time, to remain open to fixed wing, we realigned and lengthened our subsidiary runway 10/28, so that it could become viable as the operational runway during the project, for the variety of aircraft that fly at Goodwood.

For safety reasons 1500m of fencing has been erected to segregate the works from the operational area, to safeguard the manoeuvring area, taxiway and runway 10/28. This fence line starts from the corner of Hangar 8, around the manoeuvring area to a point NW of Hangar 1 where it then continues parallel to rwy 10/28. It is marked by orange and white Aerodrome marker boards. However, to

enable work to proceed to tie the regraded area into the current operational area, the fence line between the works site and the operational area is being removed for the earthworks to be feathered in. We have been granted approval from the CAA to take down the first section of the fence from Hangar 8 to the NE corner adjacent to runway 10/28. In accordance with this approval, standard road cones will be placed along the new delineation to segregate the works site from the operational area. These cones will be placed at 5 metre intervals and will be supplemented with boundary marker boards if necessary.

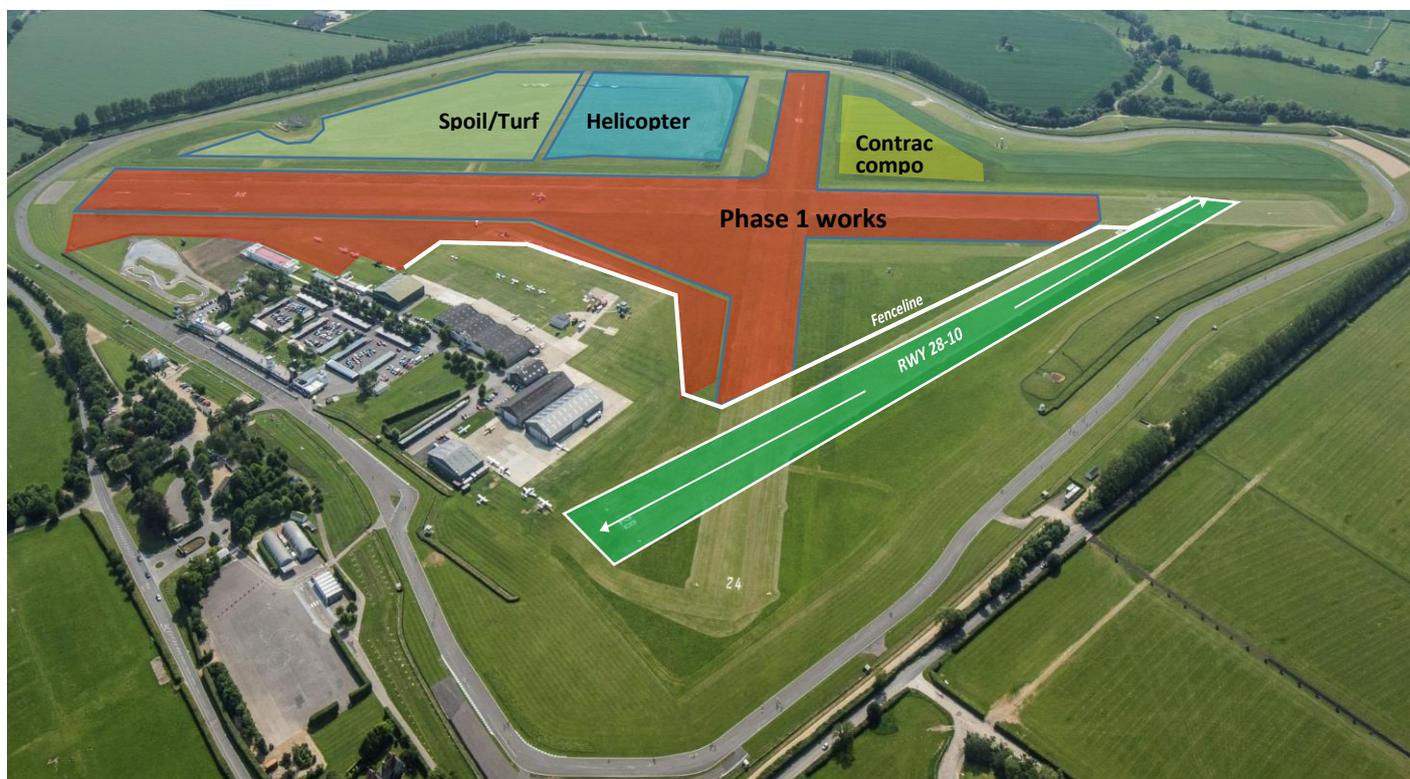
It is expected that the remaining fence which runs parallel to runway 10/28 will also be replaced with cones in the near future, but this will require additional approval from the CAA.

Taxiing to and from rwy 10/28 will continue within the safeguarded area, as will access to parking lines 1 and 2 with tie downs available, the aprons, hangars, engineering and the fuel pumps. Please see fig. 1.

Later in the year the second phase of work will be undertaken to complete the drainage ditches across the previously safeguarded section of the manoeuvring area, the northern end of runway 14 and the eastern end of runway 24.

For further details on the progress of the Project [click here](#).

Fig.1 AERODROME LAYOUT DURING THE DRAINAGE PROJECT



Overview of Changes to the Runways

The widths of runways 14/32 and 06/24 will be reduced to 30m, and the lighting system on 14/32 will be removed and replaced. These two principal runways are closed for the duration of the project and 10/28 is the only operational runway until further notice.

To realise the full potential of 10/28 and make it more viable for all our customers, the runway has been realigned by 4° to the north from 099°/279° to 103°/283 ° to allow us to lengthen it. With such a small change in orientation, the runway designators will remain 10/28. The new declared distance of rwy 10/28 is 799m (Balanced Field), and the width has been narrowed 30m.

The new runway has Perfo corner markings on both ends, flush with the surface. The existing concrete numbers have been removed and the ground repaired and re turfed. For the time being there will be no runway designator numbers, these will be added in Perfo once the Aerodrome Drainage Project is complete. The full length is available on both runways, so there are no displaced thresholds. At the start of each runway are elevated black and white threshold marker boards. The runway edges have white conical markers spaced at 60 metre intervals as before.

Operating Procedures during WIP

CIRCUITS

Please ensure you have read the revised Operational Brief for Pilots to familiarise yourself with the current Circuit Procedures and Noise Preferred Routings. [Click here.](#)

PARKING

A protected area around the apron has been established for parking and access, the boundary of which is marked by a fence line. Parking will remain available on lines 1 and 2, with tie downs on line 1.

FUELLING

The fuel pumps will remain in service throughout the works for Avgas, and Jet A1 will be dispensed from the bowser. This area is also safeguarded from the works by a fence.

TAXIWAY

A taxiway has been safeguarded parallel to runway 10/28 and is clearly signed. From parking, aircraft can taxi through the protected area of the manoeuvring area around the apron to the north of hangar 1 to the threshold of 28, or proceed along the parallel taxiway for runway 10 departures. Aircraft will need to do power checks and call ready for departure in order of who taxied first, due to

restricted space on the taxiway. With ATS permission aircraft can enter and backtrack for full length departures, beware of the potential for runway incursions. During periods of complex activity ATS will provide a marshalling service for parking and a leader vehicle for taxiing. Caution when taxiing to the north of the tower and the around the area outside hangars 1, 2 and 3 due to the close proximity of helicopters taxiing and parking.

AIR TRAFFIC SERVICES

During the works ATS will be responsible for extra administration duties, runway inspections, monitoring of contractors, pilot briefing (via PPR), bird dispersal and complex taxi instructions. Due to the increase in ATS workload please be patient and avoid lengthy transmissions. Visits to the tower are not encouraged unless it is regarding a safety related matter.

There will be reduced capacity due to ATS workload and restrictive access to and from runway 10/28. If visibility falls below 1500m the Airfield will close.

HELICOPTER TRAINING

The sloping ground area is now located just to the north of runway 14 threshold. With ATS discretion, the grass area to the north of 10/28 and east of the Lavant Bank can be used for hover training. This is called the "North Side Grass."

LIGHTING

All runway lighting is being removed and will be replaced on runway 14/32 after completion of the drainage works.

FACILITIES

The DF will be out of service during the WIP. The VOR remains operational.

FOD

Please be aware of the potential for FOD especially in windy conditions. FOD should be reported to Air Traffic who will collect it, and there is a FOD bin provided at the base of the tower for any debris found.

ENGINEERING

Please advise Air traffic in advance for access to Engineering so that specific taxiing instructions can be given by ATS. Exercise caution when taxiing from Engineering due to the close proximity of the runway. Please note RUNWAY AHEAD warning signs.

WARNINGS

Due to the exposure of soil, bird activity has increased so pilots should be aware of the potential risk of a bird strike. ATS will be undertaking frequent, proactive bird dispersal measures. Movement of vehicles in the working area can be distracting because of vehicle noise and lighting. Access beyond the fence line is strictly prohibited at all times.

RFFS AND LICENSING

Normal RFFS categories will be provided and response times are unaffected. Please note that the breaks in the fence line are for RFFS vehicles only.

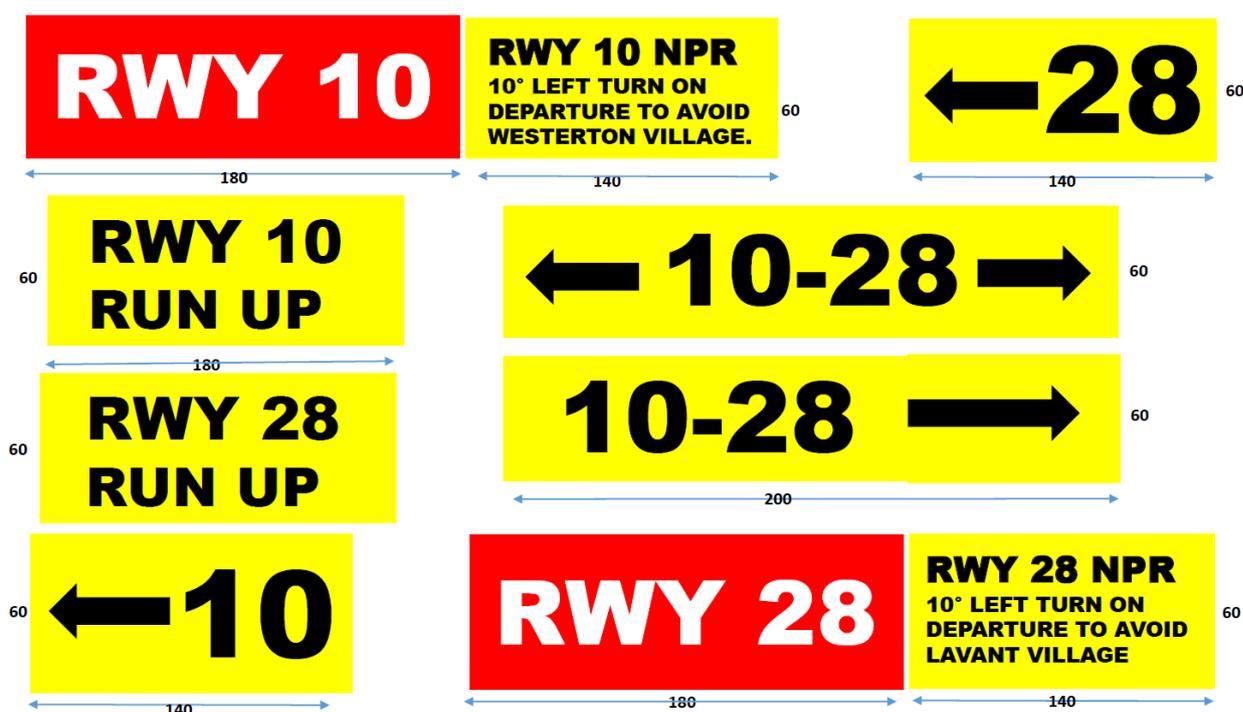
SAFETY REPORTS

Standard procedures should be followed for incident reporting.

DOCUMENTATION AND COMMUNICATION

An AIP Supplement has been published to cover the works. Further information will be promulgated via NOTAMS and TOI's (Temporary Operating Instructions), which should be checked on a daily basis prior to flight. An Operational Brief for Pilots will be distributed when required to update pilots on progress and relevant issues.

SIGNAGE



Please make yourself familiar with the new signage on the airfield. The signage layout is designed to assist pilots in getting to/from each runway threshold.

CONTACT

Any operational queries or concerns should be directed to:

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