



CHICHESTER GOODWOOD AERODROME EGHR

DATE: 03/02/2017

## OPERATIONAL BRIEF FOR PILOTS

ISSUE: **002/2017**

SUBJECT: **DETAILED CHANGES TO OPERATING PROCEDURES DURING WIP**

### Overview of the Aerodrome Drainage Project

Extensive work will take place between January and July 2017 for major drainage works on the Aerodrome and refurbishment of the two principal runways. Runways 14/32 and 06/24 will be levelled, regraded with a 1.5-2% crossfall and re-established as grass. A matrix of drainage channels will be dug around the perimeter of both runways and across the manoeuvring area to effectively disperse surface water.

### Overview of Changes to Runways

The widths of runways 14/32 and 06/24 will be reduced to 30m, and the lighting system on 14/32 will be replaced. Runway 10/28 has been realigned, and lengthened to 799m (balanced field) and is the only operational runway during the works. The subsidiary runway, RWY14L/32R, has been permanently withdrawn from service

### Current Phase of the Work (January to June 2017)

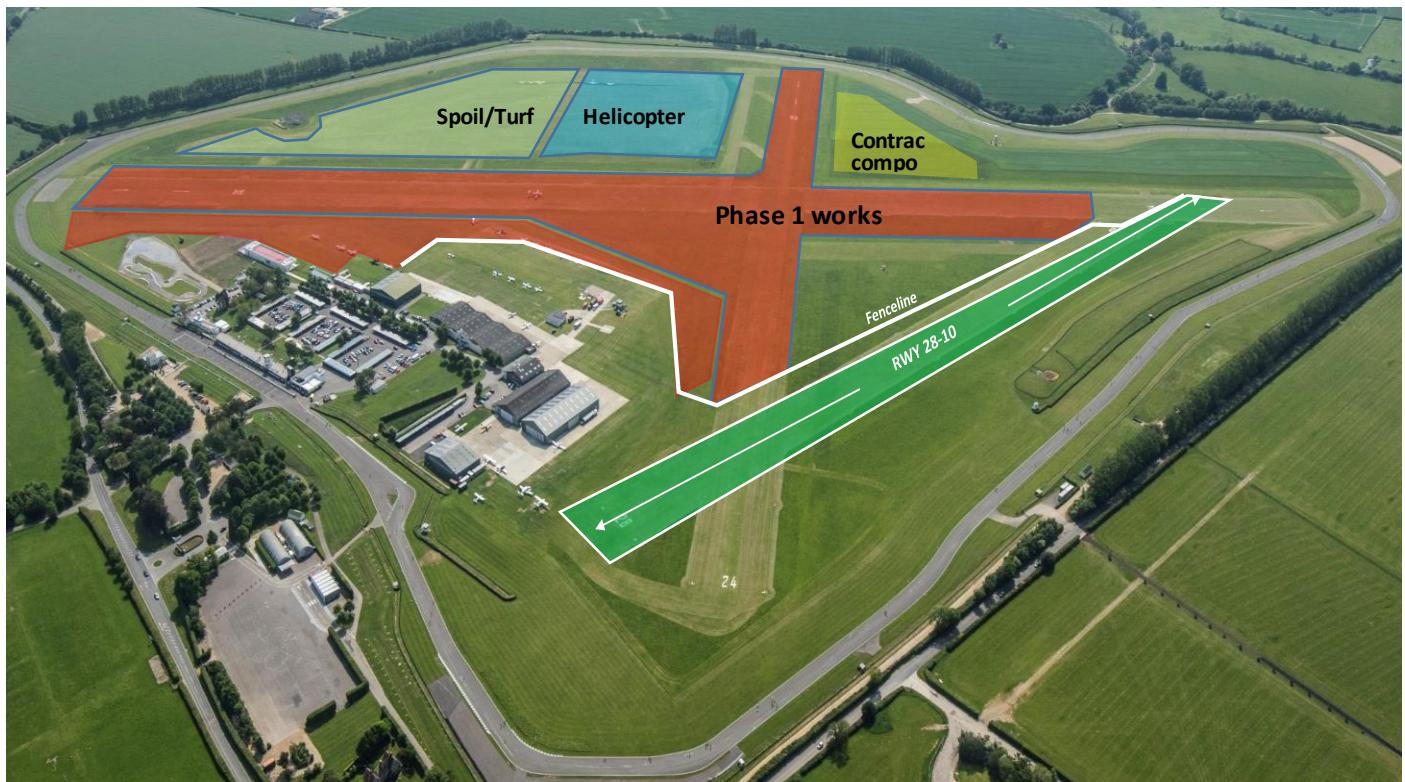
Contractors have built a compound to the west of the intersection of 14/32 and 06/24 for equipment, vehicles and welfare. Deliveries access the compound via gate 11 and proceed around the motor circuit to a defined delivery area.

Fencing has been erected to segregate the works area and the operational area. It safeguards the manoeuvring area, taxiway and runway 10/28. This fence line begins at the corner of Hangar 8 apron, 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 boundary marker boards. Taxiing to and from rwy 10/28 will be within this safeguarded area, as will give access to parking lines 1 and 2 with tie downs available, the aprons, hangars, engineering and the fuel pumps. Please see **fig. 1**,

Runways 14/32 and 06/24 are now closed for the duration of the project, and work is underway stripping the turf and removing the topsoil from the runway surfaces. This is being stockpiled in an area to the south west of the Aerodrome. Runway 10/28 has been opened with new markings and signs in place.



Fig.1 AERODROME LAYOUT DURING THE DRAINAGE PROJECT



## Future Phasing

Following the refurbishment of the principal runways, work will commence shortly to dig the drainage channels around the runways and across the manoeuvring area. From March, all of the work areas will be re seeded to establish a stable, grass operating surface.

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 14/32 and the eastern end of runway 06/24.

## New Layout of runway 10/28

During the period of WIP, Runway 10/28 will be the only operational runway. The declared distances (TORA/TODA/ASDA/LDA) are 799m x 30m wide. It has been realigned 4° to the north to allow for increased length and to minimise the obstacle profile. The true bearing of the runways will be 103/283°, but the designators will remain 10/28.

There are Perfo corner markings, threshold markings but currently no runway number (Designator) markings and no lighting. The taxiway runs parallel to the runway so consideration should be given to wingtip clearance and runway incursion. The circuits are 28 RHC and 10 LHC, with NPR on both runways. A detailed brief on this runway is available on SI 001/2017.



## Operating Procedures during WIP

### PARKING

A protected area around the apron has been established for parking and access, the boundary of which is marked by a fence line. No contractor activity or vehicles are permitted within this area. 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. The fuelling area is also safeguarded from the works by the fenceline.

### 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 turn, 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 may 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 helicopter taxiing and parking.

### AIR TRAFFIC SERVICES

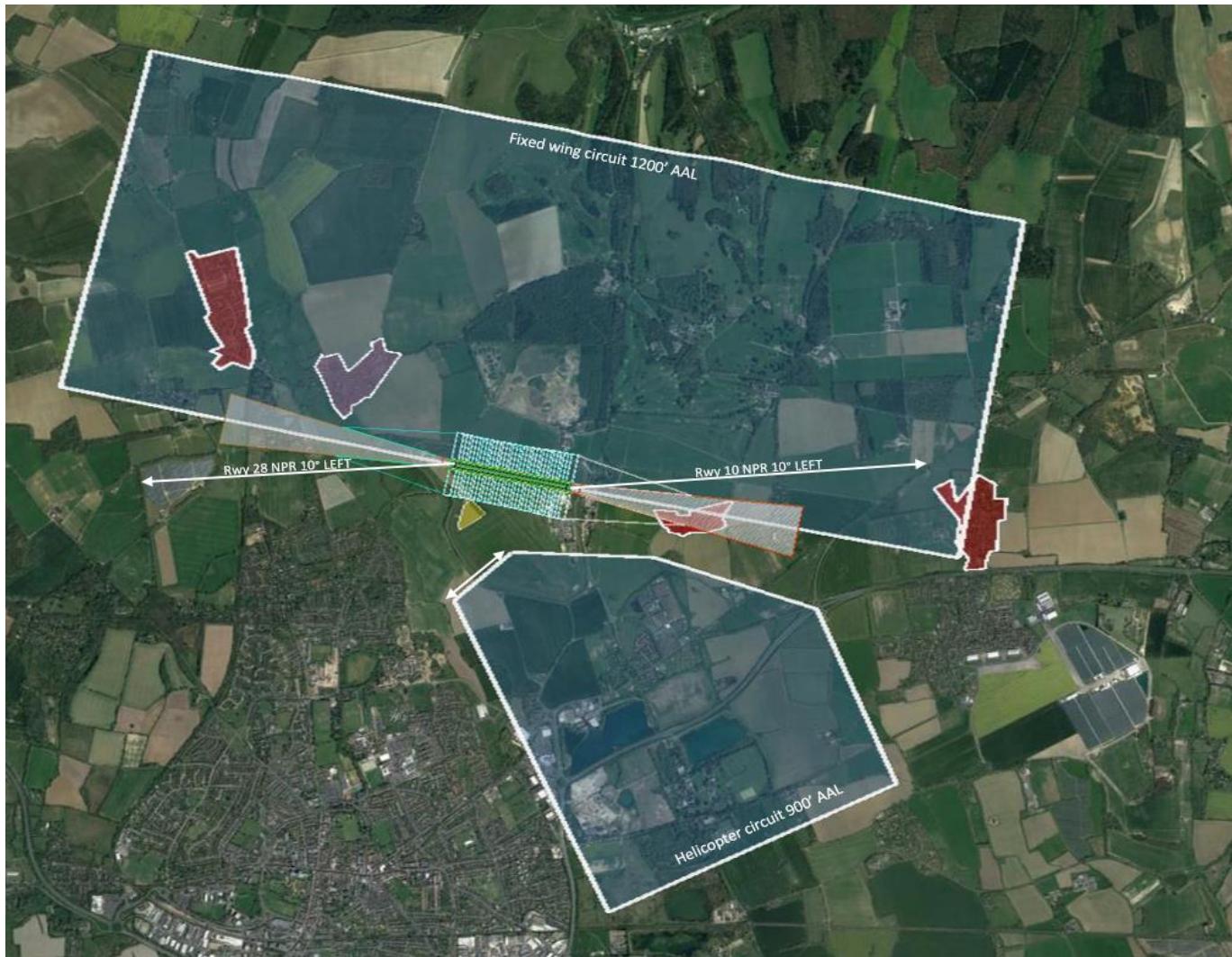
During the works, ATS will be responsible for extra administration duties, runway inspections, monitoring of contractors, pilot briefing (via PPR), bird dispersal and complex taxi instructions. Due to the increase in ATS workload please be patient and avoid lengthy transmissions. Visits to the tower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

### RUNWAY 10/28 ARRIVALS – FIXED WING

All arriving aircraft should make a standard overhead join at 2000 feet. The circuit height is 1200 feet. Runway 10 has a LHC and runway 28 has a RHC. No more than 3 aircraft will be allowed in the circuit at any one time to avoid congestion on the taxiway and parking routes, so holding maybe necessary depending on how much traffic there is. ATS will monitor arrival times and training details to avoid unnecessary delays, but a fuel contingency should be considered if flying from far afield. For visiting aircraft PPR is mandatory without exception, to ensure that pilots can be given a comprehensive briefing pre arrival about the changed runway, parking and taxiing priorities.



## **FIXED WING CIRCUIT MAP 10/28**



### **RUNWAY 10/28 DEPARTURES – FIXED WING NPRs**

There are NPRs from both ends of the runway. For Rwy 10 it is a 10° turn to the left to avoid Westerton, for Rwy 28 it is a 10° turn to the left to avoid Lavant. These routings must be strictly adhered to in the interests of traffic spacing and to ensure that we remain good neighbours..

### **HELICOPTER OPERATIONS**

All rotary departures will be via the VOR field. Helicopters must operate within the area clearly defined by white conical markers in the northern end of the VOR field. No overflight of the contractor's compound is permitted. Pilots must have ATS permission for rotor start and lift. All helicopters must reach and maintain a minimum safety height before air taxiing over any seeded areas, stockpiles or WIP. Circuit training will be based on the clearly defined area in the VOR field, and follow the published southern circuit route. No training is allowed on the Sloping Ground or the area previously designated as the Triangle. The



rotary circuit height remains at 900 feet QFE. No departures will be permitted to the North except with prior permission from ATS. No helicopter circuits to the north unless fixed wing flying is suspended.

#### **HELI CIRCUIT MAP – SOUTHERN CIRCUIT**



#### **HELICOPTER PARKING**

The helicopter pad will be available for parking and the apron outside hangars 2 and 3. Areas of grass to the north and east of the Tower may also be used. Pilots must exercise caution as these areas will be used by aircraft taxiing to and from runway 10/28. All parking must be in accordance with Air Traffic instructions.

#### **OPERATING RESTRICTIONS**

No out of hours flying permitted. There will be reduced capacity due to ATS workload and restrictive access to and from runway 10/28. If visibility falls below 1500m, aircraft movements will be suspended. All runway lighting is being removed and replaced after completion of the drainage works. The DF will be out of service during the WIP.

#### **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 to all aircraft and non-essential personnel.

## RFFS AND LICENSING

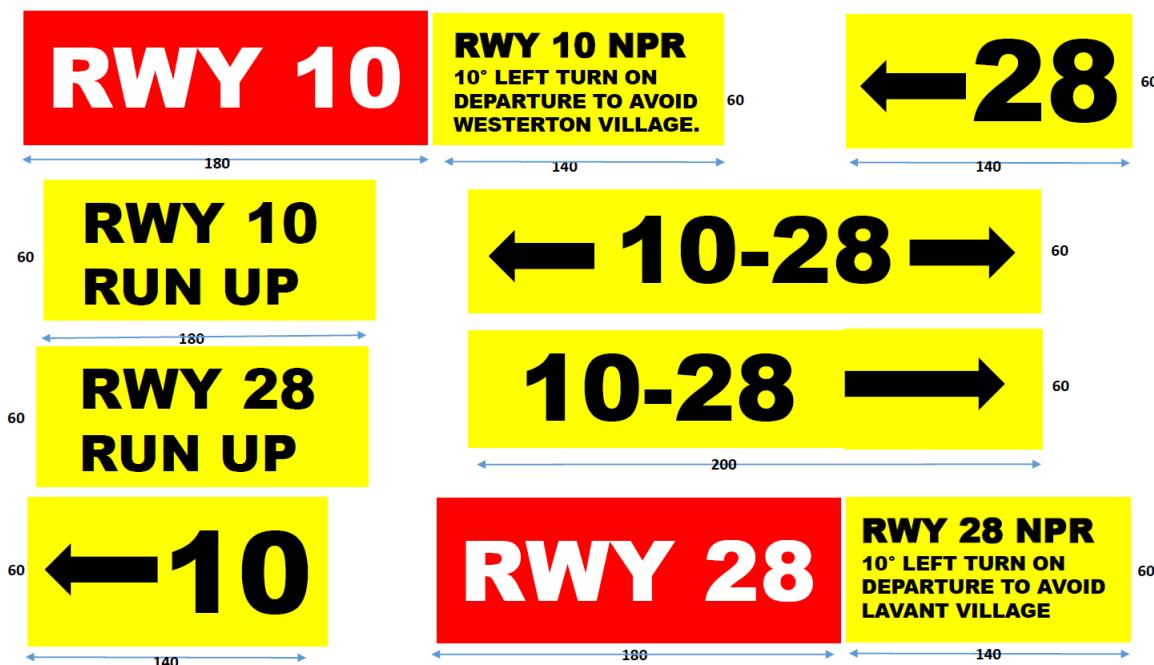
Normal RFFS categories will be provided and response times are unaffected. Please note that the breaks in the fence line are for RFFS vehicles only.

## CLOSURE OF RUNWAY 10/28

Due to the event build up for Members Meeting 75 and the positioning of the grandstands, runway 10/28 will close to fixed wing traffic from February 27<sup>th</sup> to March 31<sup>st</sup>. Helicopters can continue to operate during this period.

## 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.





## **SAFETY REPORTS**

Standard procedures should be followed for incident reporting.

## **DOCUMENTATION AND COMMUNICATION**

An AIP Supplement will be published in the coming weeks 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 will be distributed when required to update pilots on progress and relevant issues.

## **CONTACT**

Any operational queries or concerns should be directed to Mark Gibb on 07801 868109 / 01243 755000 ext 3062, or Emma Willis on 07947 453086.

Information on the progress of the project can be found on [www.goodwood.com](http://www.goodwood.com)