

AERONAUTICAL INFORMATION CIRCULAR Y 083/2024

UNITED KINGDOM



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Subject

Operational



INFORMATION FOR PILOTS OPERATING TO/FROM GOODWOOD AERODROME DURING FESTIVAL OF SPEED, 11 - 14 JULY 2024

1 General

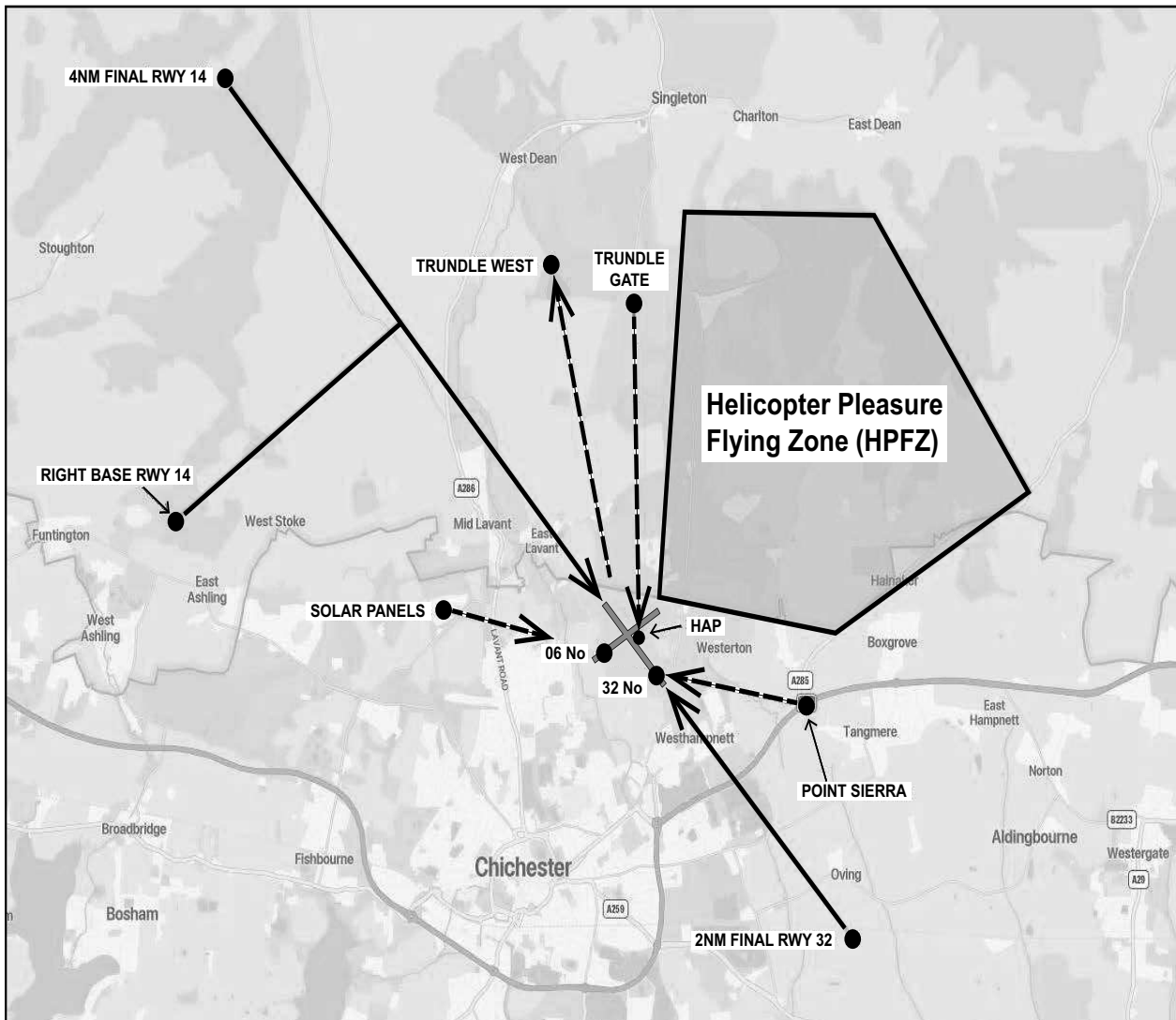
- 1.1 This Circular provides information to pilots operating to/from Goodwood Aerodrome during the Festival of Speed annual motor racing event from **11 - 14 July 2024**.
- 1.2 Operational hours are from **0600 - 1830 UTC**. Event operational hours published by NOTAM.
- 1.3 Operators must obtain an event booking and PPR number by contacting the Flying School in advance on 01243-755066.
- 1.4 All aircraft are to contact Goodwood Information on 122.455 MHz.
- 1.5 Pilots in flight are to provide their PPR number if requested by ATS.
- 1.6 Goodwood Aerodrome RFFS Cat A3 (with remission)/H2 during the event.
- 1.7 A marshalling service is provided, and wherever possible, pilots should follow the marshaller's instructions.
- 1.8 The information included in this Circular is subject to change, and pilots should always consult the latest NOTAMs for the most accurate information.

2 Restrictions

- 2.1 All visiting aircraft to avoid the Helicopter Pleasure Flying Zone due to intense helicopter activity.
- 2.2 Restricted Area (Temporary), notified by NOTAM during Red Arrows displays. All aircraft must be shut down 10 minutes before and until 5 minutes after any display.
- 2.3 Runway 06/24, departures on Runway 24 only.
- 2.4 Runway 10/28 closed.
- 2.5 Flying outside published operational hours prohibited without prior agreement.

3 The Helicopter Pleasure Flying Zone (HPFZ)

- 3.1 Intense helicopter pleasure flying from SFC to 2000 FT QNH undertaken over most of the event site. The event site approximates to the north eastern quarter of the ATZ extending slightly beyond the ATZ boundary. Note that camping and car parking exists outside the event site.
- 3.2 The five-sided HPFZ is bounded by co-ordinates at 505149N 0004516W (SW), 505137N 0004322W (S), 505225N 0004116W (SE), 505401N 0004257W (NE) and 505402N 0004459W (NW).

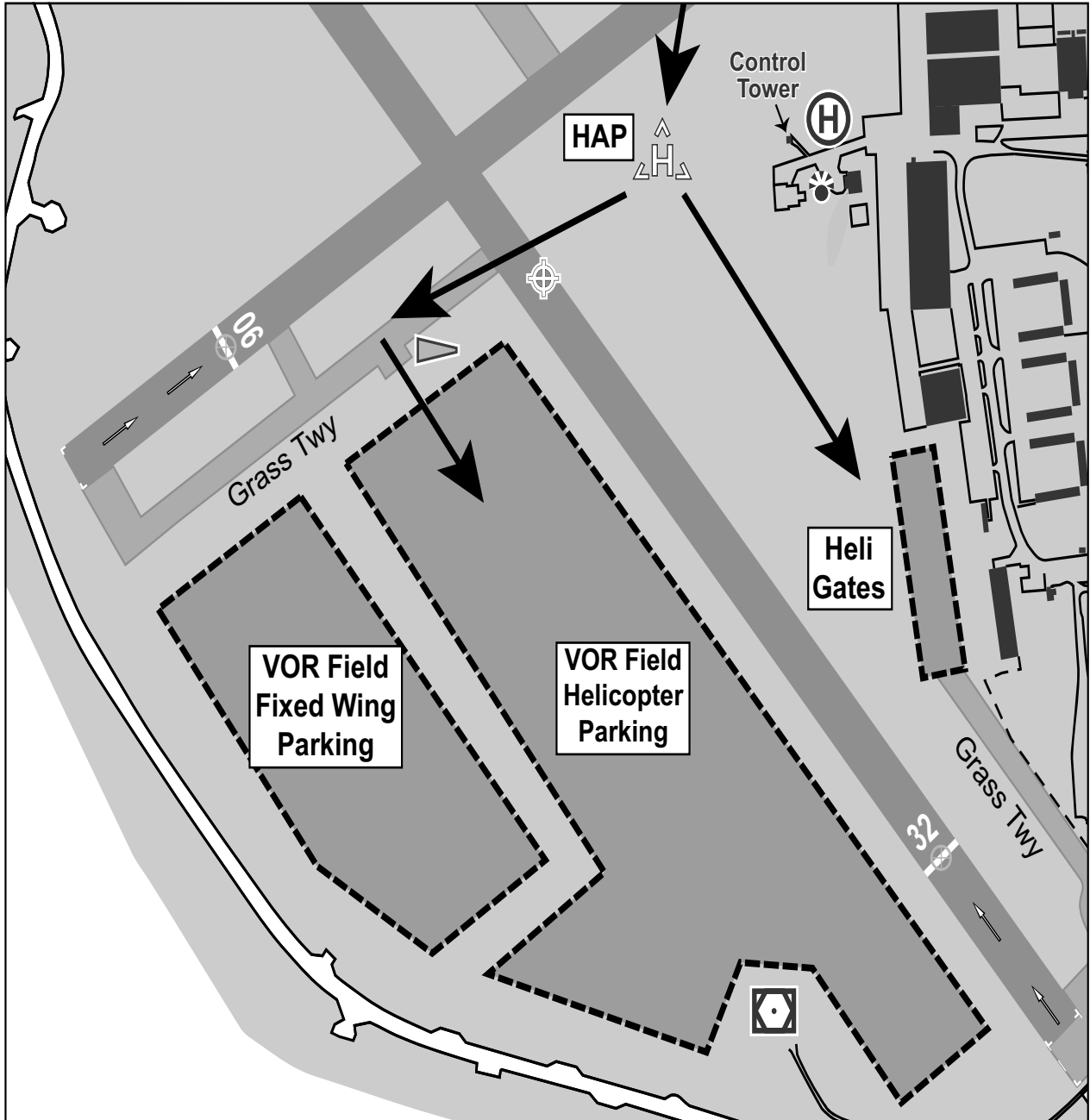


4 Helicopter Arrivals and Departures

- 4.1 Inbound pilots to report at the Trundle Gate (505334N 0004516W) from the north, the Solar Panels (505145N 0004733W) from the west or Point Sierra from the south-east (505110N 0004344W).
- 4.2 Approaches from the Trundle Gate must be flown accurately to avoid entering the HPFZ (as 3), and, under no circumstances, should aircraft be flown east of the summit of the Trundle hill.
- 4.3 Trundle inbound traffic to make their approach to the temporary Helicopter Aiming Point (HAP) (505136N 0004529W). Note that camping takes place under the final approach track.
- 4.4 Pilots using Point Sierra must keep a very good lookout for fixed wing aircraft either approaching Runway 32 or departing from Runway 14.
- 4.5 Point Sierra inbound traffic to make their approach to the 32 numbers.
- 4.6 Approaches from the Solar Panels may not be possible if fixed wing aircraft are using Runway 24 for departures.
- 4.7 Solar Panels inbound traffic to make their approach to the 06 numbers.
- 4.8 During their approach, pilots are to advise Goodwood Information whether either they require a gate or they require the VOR Field for parking.
- 4.9 Pilots should wait for further instructions from Goodwood Information before taxiing from the HAP, 06 numbers or 32 numbers.
- 4.10 Five Heli Gates (Gate 1 to 5) available adjacent to the Goodwood Aerodrome building for passenger disembarkation and embarkation. Goodwood Information will provide a gate number when taxiing to a heli gate.
- 4.11 Ground Handlers on station at the heli gates to disembark/embark passengers.
- 4.12 Parking available in the VOR Field to the west of Runway 14/32. A marshalling service is provided and, wherever possible, pilots should follow the marshaller's instructions for parking.
- 4.13 In the absence of a clear instruction to taxi or depart, pilots must remain on the ground at a gate or in close proximity to any runway,

to avoid creating rotor downwash issues for fixed wing aircraft.

- 4.14 Departing pilots to make clear on initial call their preferred departure route.
- 4.15 Departing pilots may request Trundle West (505336N 0004613W) for the north, the Solar Panels (as 4.1) for the west or Point Sierra (as 4.1) for the south-east.
- 4.16 Trundle West is used to provide separation from inbound helicopters using the Trundle Gate, as this is the busiest route.
- 4.17 Departures using the Solar Panels and Point Sierra may be delayed during high levels of inbound traffic from those points respectively.



5 Fixed Wing Arrivals and Departures

- 5.1 Pilots to avoid the HPFZ (as 3), as intense helicopter flying taking place.
- 5.2 Pilots to expect multiple helicopters inbound and outbound, particularly from the north.
- 5.3 Inbound pilots, particularly those coming in from the east, to contact Goodwood Information early to ascertain runway in use.
- 5.4 Circuits do not exist during the event, as they are not possible due to the HPFZ and Chichester city. Missed approaches require pilots to fly clear of the ATZ and HPFZ, and to make an entirely new approach.
- 5.5 Arriving aircraft to expect approaches to Runway 14 or Runway 32.
- 5.6 Aircraft arriving from the north and east expect to report on a 4 mile final for Runway 14. Aircraft arriving from the west expect to

report on a right base for Runway 14.

- 5.7 Aircraft arriving from all directions expect to report on a 2 mile final for Runway 32. Aircraft inbound from the north to take extra care to avoid the HPFZ.
- 5.8 All aircraft must wait for further instructions from Goodwood Information before taxiing on the surface.
- 5.9 A 'Follow Me' vehicle is provided to escort fixed wing aircraft to the parking line. Fixed wing aircraft normally parked in the VOR Field.
- 5.10 Departures accepted on Runways 14, 32 and 24. Extra vigilance when taxiing when operating in close proximity to helicopters.
- 5.11 Noise Preferential Routes (NPR) exist for Runways 14, 32 and 24, and pilots are expected to comply, except on safety grounds.
- 5.12 NPR on Runway 14 is 10 degrees left at the upwind end of the runway, and not before.
- 5.13 NPR on Runway 32 is 10 degrees right at the upwind end of the runway, and not before.
- 5.14 NPR on Runway 24 is turn right as soon as practicable and establish a westerly track routing between the built-up areas. Keep a good look-out for helicopters using the Solar Panels for approach/departure.