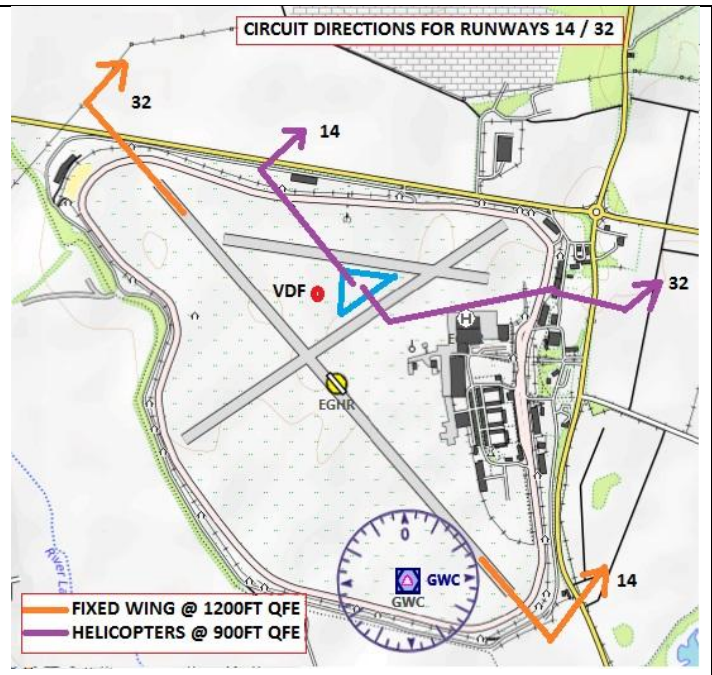
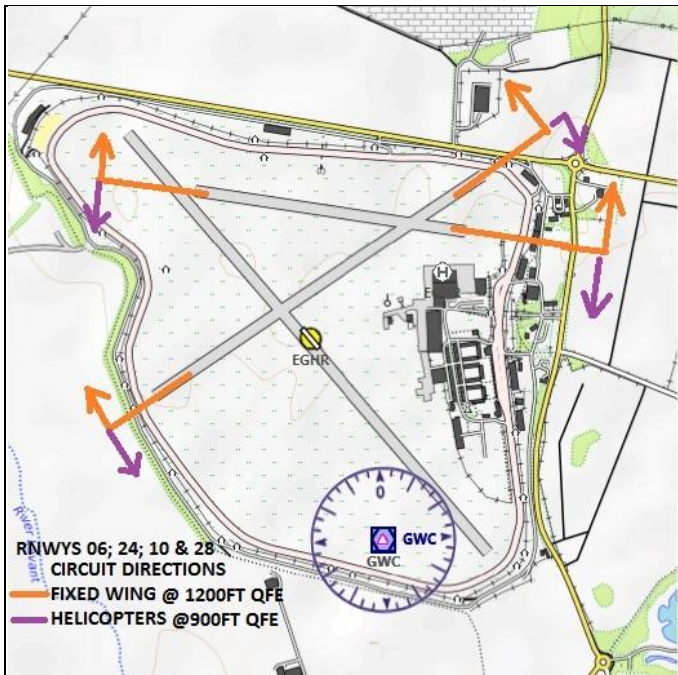
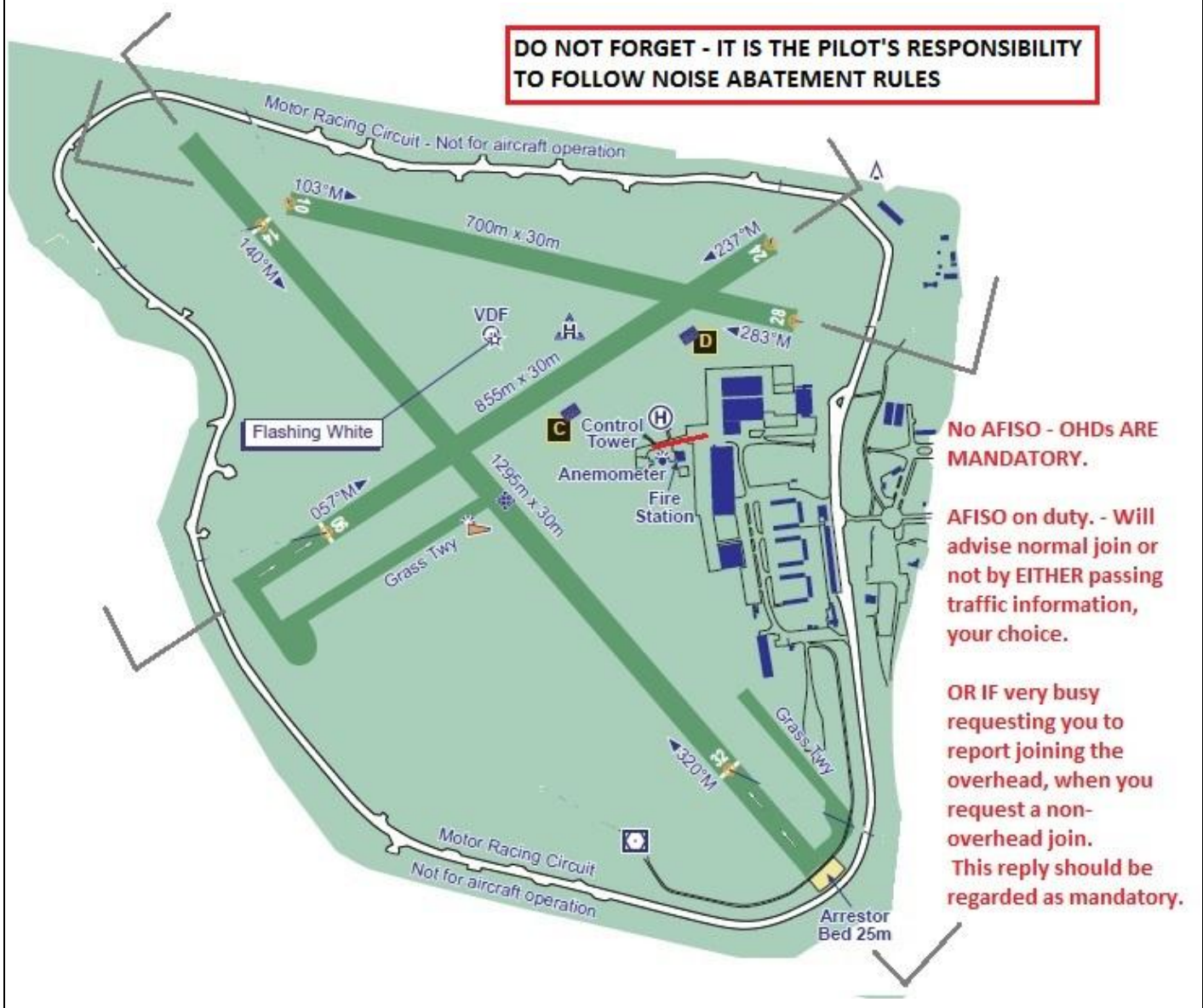


AIRFIELD NAME AND ICAO		September 20	CHICHESTER / GOODWOOD		EGHR	South	
CALLSIGN (A/C RADIO)		Goodwood information			122.450		
CALLSIGN (ES/VATSIM)		EGHR_I_TWR			Elev. 110ft		
LOCATION		Lat 050.51.34.000	Long 000.45.33.000				
LOCATION GEOGRAPHIC		1.5nm NNE of Chichester			VFR Conspicuity ---		
CHART SOURCE		NATS	OHJ's mandatory @ 2000', unless advised.		QFE= QNH- 3 HPscs.		
METAR AIRPORT		Shoreham EGKA; 125.30 or Southampton EGHJ;					
NAV AIDS	VDF	VOR/DME/ GWC 114.75		VDF: A/F Equipment to enable ATC to pass QDM (inbound heading) when requested by Pilot. "GTC request QDM/Steer". GTC QDM/heading 234M"			
RUNWAYS	Headings	Dimension	Surface				
	14 / 32	1295m x 30m	Grass.				
	06 / 24	855m x 30m	Grass.				
	10 / 28	700m x 36m	Grass.	DO NOT USE motor racing circuit as a taxiway at any time, due to barriers, kerbs and fast moving vehicles.			
AIRSPACE	CLASS G	Trans level 6000ft	Airspace above is Class A. Alt 6500ft LTMA				
CIRCUITS	1200ft, as advised	06, 14, & 10 LH: 24, 28, & 32 RH.					
NO FLY	Avoid ALL built up areas, especially all approaches. AVOID/DO NOT OVERFLY East Lavant Village						
HAZARDS	BIRDS on A/F; vehicles on race track and public roads forming North and East A/F Boundaries.						
HELICOPTER OPERATIONS	Circuit height 900'QFE; MIN Join height 700ft DO NOT taxi across the road between Tower and the Fire station , route to the west of the tower. When Fixed Wing are on 06/24 and 10/28 opposite direction circuits for Helios from 32L threshold . When 14 / 32 are in use circuits from 'triangle EAST of VDF hut' . (Heli landing area), see charts AVOID Chichester; Westerton and Summersdale at any time and ALL other villages/buildings within the ATZ below Circuit Height.						
SPECIAL RULES	The Motor Racing Track IS NOT TO BE USED FOR TAXIING ; in constant use. Relief runway 14L/32R exists on some simulators. No longer maintained, or licensed for use by A/C.						
REMARKS	Fixed Wing standard Overhead Join; unless NO OTHER TRAFFIC, ground or air . ATC will advise relevant traffic, on request. " GTC request straight in 14 ", " GTC traffic information, 2 A/C in the overhead, 1 in the circuit. " Your decision! recommend NO! An arrester bed of 'washed shingle' is at the end of Runway 14 to stop overruns onto the race track.						
Noise abatement	Runway 24: T/O; Turn RIGHT as soon as safe and establish westerly track until WEST of built-up areas: IN the circuit; Ensure Crosswind/Downwind track is West/North of LAVANT village; NO practice Engine failures allowed. Runway 06: NO LOW APPROACHES over the built-up areas in the undershoot. Runway 14: T/O; Turn LEFT 10° ASAP to avoid overflying the SCHOOL and houses under the climb-out path. NO practice EFATOs UNTIL WELL CLEAR of SCHOOL and houses. NO low approaches over East Lavant village. Runway 32: T/O; Turn RIGHT 20° ASAP to avoid East Lavant village, maintain heading until well past village. NO practice EFATOs until well clear of village. Runway 10: T/O; Turn LEFT 10° at upwind end of runway to avoid overflying Westerton village. Runway 28: T/O; Turn LEFT 10° at upwind end of runway to avoid overflying Lavant village. Helicopters: Avoid routeing over Chichester; Westerton and Summersdale.						



DO NOT FORGET - IT IS THE PILOT'S RESPONSIBILITY TO FOLLOW NOISE ABATEMENT RULES



No AFISO - OHDs ARE MANDATORY.

AFISO on duty. - Will advise normal join or not by EITHER passing traffic information, your choice.

OR IF very busy requesting you to report joining the overhead, when you request a non-overhead join. This reply should be regarded as mandatory.

PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS