

There has been little to report since the last meeting. There has been no Liaison meeting. I have had correspondence with one resident and have raised some points with the aerodrome.

A valuable training session has been held for trainers and pilots. A report of this is summarised in the newsletter and I repeat that summary here:

Goodwood airfield operation and their air traffic control team gave a briefing to the clubs and pilots who fly from the airfield. It was very well attended and focussed on reinforcing the practices and rules for safe flying into and out of the airfield. This included a strong message about adhering to the noise abatement guidance procedures, including those for Runway 24 departures which overfly the Summersdale area.

Goodwood's Air Traffic Control (ATC) is categorised as an Aerodrome Flight Information Service with the individual pilot being responsible for the flight into and out of the airfield and the Air Traffic Controllers providing information to the pilot so that they can do this.

They said that the abatement procedure for Runway 24 involves the largest immediate take off turn in operation in the UK. Some believe that a straight ahead take off would be both safer and produce reduced noise. (By not using energy in the turn the aeroplane would be higher and therefore quieter at the point it passes over houses.) However, unless housing increases underneath the flight path, using the current turn affects fewer homes.

They highlighted a number of current actions to help pilots stick to the procedure which include:

1. Visible notices at the pre-take-off holding points advising of the abatement routes.
2. Checks by the Air Traffic Controllers over radio to visiting pilots to ensure that they are aware of the procedure.
3. Formal and informal notices and publications available to pilots on-line and at the airfield.

Often Summersdale residents' complaints concern training flights with continuous landing and take-off practice ("touch and go") circuits. Training flight circuits after 6.00 pm (2.00 pm. Sunday) are not permitted i.e. single landings and take offs only allowed afterwards. When doing "touch and go" circuits, if the pilot touched down far down the runway they should stop and not complete the immediate take-off as this would result in the aeroplane being lower and noisier as it approached houses.

The airfield is operating well below both its permitted capacity and the activity it achieved 10 years ago. They have considered extending night operations, but there

is no business case to justify runway lighting which anyway would apply to the main runway away from Summersdale. The airfield currently has a license to operate on 2 nights per week, closing at 9:00 p.m.

This was a useful session which included a strong reminder to pilots to adhere to the noise abatement procedures and demonstrated Goodwood's intent to do as much as is practical to be a good neighbour.