



GOODWOOD AERODROME

Goodwood, Chichester, West Sussex. PO18 0PH

**Indemnity for use of the Aerodrome during
Unlicensed periods**

Valid from:- 1st January 2012

Valid to:- 31st December 2012

DETAILS OF AIRCRAFT

Registration:- **Aircraft Type:-**

NAME AND ADDRESS DETAILS OF AIRCRAFT OWNER/OPERATOR:

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DETAILS OF APPROVED PILOTS:

Name:-..... Tel No:-

Name:-..... Tel No:-

Name:-..... Tel No:-

Name:-..... Tel No:-

If the aircraft is operated by more than one pilot, the name and telephone number of all the pilots that may fly the aircraft must appear on this form or be appended to it. The aircraft operator is responsible for ensuring that the nominated pilots are aware of the conditions of use. The owners of group operated aircraft are responsible for ensuring that all members sign the agreement and comply with these Conditions of Use attached.

As an express condition of my aircraft using Goodwood Aerodrome when the Aerodrome is designated as 'Unlicensed' I understand and agree that:-

1. Air Traffic Services and Rescue and Fire Fighting Services will not be available and the Aerodrome will not be operated within the provision of article 92 of the Air Navigation Order (Licensing of Aerodromes);
2. Use of the Aerodrome during such Unlicensed periods is solely at my own risk and in accordance with the Conditions of Use attached;
3. Each and every occasion of use by me during unlicensed periods confirms my acceptance of the conditions provided by ATS and the reasons for the Aerodrome being unlicensed and of my responsibility for the risks of using the Aerodrome in these circumstances.
4. Goodwood Road Racing Company Limited (GRRC) or any of its employees, subcontractors or agents will have no liability in respect of any loss or damage to property which may be suffered during such use.

5. Although no waiver of claim or indemnity is given in respect of personal injury or death caused by the proven negligence of GRRC, I accept and agree that GRRC will have no liability for personal injury or death at the Aerodrome during unlicensed periods which are caused by i) my own fault, ii) my decision to use the Aerodrome during unlicensed periods, iii) a third party unconnected with GRRC or iv) events which could not be foreseen or forestalled even in the event of all reasonable care being taken.

THIS INDEMNITY IS VALID FOR ONE YEAR TO 31 DECEMBER 2011 AND MUST BE RENEWED BY 1 JANUARY 2012 OR USE OF THE AERODROME DURING UNLICENSED PERIODS WILL NOT BE PERMITTED

Signature of operator or representative:-

Name (Print):- **Date:-**

Signature of approved pilot:-

Name (Print):- **Date:-**

Signature of approved pilot:-

Name (Print):- **Date:-**

Signature of approved pilot:-

Name (Print):- **Date:-**

Signature of Signature of approved pilot:-

Name (Print):- **Date:-**

Please return to Goodwood Aerodrome:- Fax 01243 755062 Email:- angela.garnham@goodwood.com

Or by post to:

Angela Garnham, Goodwood Aerodrome, Goodwood, Chichester, West Sussex. PO18 0PH

Countersigned

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For and on behalf of Goodwood Aerodrome



GOODWOOD AERODROME

Goodwood, Chichester, West Sussex. PO18 0PH

CONDITIONS OF USE

Holders of valid permits may use the Aerodrome when the Aerodrome is designated as Unlicensed, strictly in accordance with the following conditions:

1. Permits must be renewed annually.
2. If ATS determines that the Aerodrome is not suitable for aircraft movements requiring a Licensed Aerodrome (as a result of adverse weather conditions or other matter affecting the use of the Aerodrome and/or the provision of adequate Air Traffic Services, Rescue and/or Fire Fighting Services), the ATS will designate the Aerodrome as 'Unlicensed'.
3. When the Aerodrome is designated as 'Unlicensed' a NOTAM will be active stating why this is the situation. **All pilots should check NOTAMS for the local area before finalising a flight plan and if necessary contact ATS to state their intentions.**
4. You must obtain prior permission from ATS for each intended out of hours flight and contact ATS regarding any proposed unlicensed flight. You will then be advised of any known restrictions to Aerodrome use. It is incumbent on the pilot to brief himself fully prior to the flight whether the flight is an arrival to or departure from Goodwood EGHR.
5. Rule 20 (2) of the Rules of the Air states:

The commander of an aircraft arriving at or departing from an aerodrome in the United Kingdom shall take all responsible steps to ensure upon landing or prior to departure, as the case may be, that notice of that event is given to the person in charge of that aerodrome, or to the Air Traffic Control unit or aerodrome flight information unit at the aerodrome.

When using the Aerodrome when Unlicensed you abide by this rule by notifying ATS of:

- a) The actual times of departure/arrival.
- b) Your destination, point of departure and runway(s) used.

Please post these details in the letterbox at the base of the ATS tower on the day of the flight. If this is not possible, details must be sent via email, telephoned or faxed to ATS before 10:00am local the following day. Please be advised that a flight surcharge will be applied to the standard landing fee to owners failing to give these details.

6. If the Aerodrome is Unlicensed then the pilot must contact ATS to state their intentions before each intended flight. If departing from the Aerodrome then the Pilot should walk the runway intended for departure to ensure that they are fully aware of and accept the conditions of that runway. If the pilot still wishes to depart despite the conditions or if the pilot is arriving at the Aerodrome from another airfield then there must be an unexpired annual indemnity signed by that pilot in the possession of GRRC in order for them to depart or land. Without such a signed indemnity in place, use of the Aerodrome is not permitted. Such indemnity will confirm that they accept the description of the Aerodrome conditions provided by ATS and the reasons for the Aerodrome being unlicensed and that GRRC and the Aerodrome will have no liability arising out of their use of the Aerodrome during unlicensed periods.
7. Should the Aerodrome become Unlicensed after receiving information of an inbound flight, ATS will endeavour to make contact with the pilot before their departure. If this is unsuccessful the pilot will be advised at the earliest opportunity via the Tower Frequency that the Aerodrome is Unlicensed and of the prevalent conditions. It is then the sole responsibility of the pilot in command to ensure that the aircraft is operated in accordance with the Flight Manual and their Licence privilege. This is also the case if no contact can be made with ATS prior to either arrival or departure.

8. Notwithstanding the provisions of paragraphs 5, 6, 7 and above if a pilot has been informed or is otherwise aware that the Aerodrome is Unlicensed, they shall be deemed to be doing so entirely at their own risk and will indemnify the Aerodrome through this document.
9. All aircraft must carry a serviceable radio. Where there is no Flight information Service available Pilots must make blind transmissions addressed to 'Goodwood Traffic' on 122.45 whilst on the ground and in the vicinity of the Aerodrome, broadcasting their positions and intentions.
10. Use the runway aligned closest into wind. If a larger aircraft has to use a different runway, others should clear the circuit until any such operation is completed. If the wind is calm use runway 32
11. Join the circuit using the standard overhead join procedure from 2000ft. If the cloud base prevents this, broadcast your position and intentions clearly.
12. Practice forced landings and a training circuit i.e. touch and goes or go-arounds, are **not** permitted.
13. Pilots must be aware that birds may congregate on the runways or manoeuvring area or be flying in the vicinity of the airfield.

The Aerodrome Authority will withdraw permission to use the Aerodrome during Out of Hours and Unlicensed periods for any aircraft or operator that fails to comply with these conditions