EGTE — EXETER

EGTE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTE — EXETER

EGTE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 504403.45N Long: 0032449.72W Midpoint of Runway 08/26
2	Direction and distance from city	4 nm E by N of Exeter.
3	Elevation / Reference temperature	102 ft / 18 C
4	Geoid undulation at AD ELEV PSN	171 FT
5	Magnetic Variation/ Annual Change	1.58°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	EXETER AND DEVON AIRPORT LTD Post: Exeter Airport, Exeter, Devon, EX5 2BD. Phone: 01392-367433 (Airfield Ops) Phone: 01392-354915 (Flight Briefing) Phone: 01392-354995 (XLR Executive Jet Centres) Phone: 01392-354957 (Ground Handling) Phone: 01392-354917 (Training Slots) Fax: 01392-364593 (ATC) Fax: 01392-447422 (Airfield Ops) Fax: 01392-354943 (XLR Executive Jet Centres) Email: ext.dispatch@exeter-airport.co.uk (Ground Handling) Email: xlr@exeter-airport.co.uk (XLR Executive Jet Centres) Telex: 42648 SITA: EXTOOXH
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Calls to ATC are recorded.

EGTE AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Fri 0800-1900, Sat 0800-1700, Sun 0900-1700. Summer: Mon-Fri 0700-1900, Sat 0700-1800, Sun 0800-1900
2	Customs and Immigration	Winter: Mon-Fri 0645-2000; Sat, Sun and PH 0845-1800. Prior notice required by 1600 on previous day. Summer: Mon-Fri 0545-1900; Sat, Sun and PH 0745-1700. Prior notice required by 1500 on previous day.
3	Health and sanitation	
4	AIS Briefing Office	As per Air Traffic Service.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	Winter: Mon 0001-0100, 0700-2359; Tue-Fri 0001-0200, 0700-2359. Sat 0001-0200, 0800-1700; Sun 0830-2359. Summer: Mon 0600-2359; Tue-Fri 0001-0100, 0600-2359; Sat 0001-0100, 0530-2000. Sun 0700-2359. (PPR is mandatory outside of published aerodrome administration hours) See also AD 2.18
8	Fuelling	Winter: AVTUR JET A-1, AVGAS 100LL: Mon-Fri 0800-1900, Sat 0800-1700, Sun 0900-1700. Summer: AVTUR JET A-1; Mon-Fri 0700-1900, Sat 0700-1800, Sun 0800-1900. AVGAS 100LL; Mon-Fri 0700-1800, Sat 0700-1700, Sun 0800-1800. Extra charges apply outside these hours. For aircraft movements outside these hours contact Airfield Operations.
9	Handling	Winter: Mon-Fri 0800-1900, Sat 0800-1700, Sun 0900-1700. Summer: Mon-Fri 0700-1900, Sat 0700-1800, Sun 0800-1900. All movements outside published aerodrome administration hours incur an extra charge and are subject to availability. For bookings contact Airfield Operations.
10	Security	Winter: Mon-Fri 0800-1900, Sat 0800-1700, Sun 0900-1700 Summer: Mon-Fri 0700-1900, Sat 0700-1800, Sun 0800-1900.
11	De-icing	By arrangement via Ground Handling.
12	Remarks	

EGTE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Bulk and ULD handling. Main deck hi-loader (pallet) 7000 kg, forklift. Limited facilities for outward cargo. Contact XLR Executive Jet Centres.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL Total Aero oil W80 and W100.
3	Fuelling facilities/capacity	AVTUR JET-A1 via bowser, AVGAS 100LL via self service/served pumps (see remarks).
4	De-icing facilities	Available. Contact Ground Handling.
5	Hangar space for visiting aircraft	Limited. Contact XLR Executive Jet Centres.
6	Repair facilities for visiting aircraft	Major for light aircraft. Minor for other aircraft.
7	Remarks	AVGAS 100LL. Only aircraft with a wingspan not exceeding 15 m are permitted to use the AVGAS installation, a maximum of three aircraft are permitted at any one time. No AVGAS 100LL bowser is available. Aircraft must call ATC prior to leaving the fuelling apron. For helicopters see AD 2.20. Self service AVGAS available to Exeter based and self serice card holders during aerodrome opening hours. Fuel opening hours apply to non-card holders and visiting aircraft.

EGTE AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	Licensed Restaurant, Cafe, Bar, Conference facilities.
3	Transportation	Buses, taxis and car hire. Nearest railway station: Exeter St. Davids and Tiverton Parkway
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change. ATM in Terminal.
6	Tourist Office	Tourist information is available at the Information desk.
7	Remarks	Executive lounge available via XLR Executive Jet Centres.

EGTE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	3x Cobra major fire appliances.
3	Capability for removal of disabled aircraft	Light / medium aircraft can be removed using on site resources. Larger aircraft can be removed using outside sources in conjunction with the aircraft operator. Contact 01392 447433.
4	Remarks	It is a condition of the use of the aerodrome that fire cover outside the published opening hours will be provided to the level required for the size and type of aircraft operating and requiring the use of a certificated aerodrome. **RFF Category 8 and 9** by prior arrangement. **RFF Category 7** provided with **RFF Category 6** under remission.

EGTE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Exeter Airport's policy on clearing a contaminated runway will always be to clear back to a blacktop. Braking action readings/estimates derived from the use of a Grip tester or any other source will not be available. If the runway is open, standard operating procedures will be to pass flight crews the amount, depth and type of contamination only. Latest information from ATC or Airfield Operations 01392-354917/447433.

EGTE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	APRON Surface: Concrete and asphalt.
2	Taxiway width, surface and strength	Taxiway A: 15.1 m. Surface: Asphalt. Taxiway B: 23 m. Surface: Concrete. PCN 53/F/B/X/U Taxiway C: 15.1 m. Surface: Asphalt. Taxiway E: 7.5 m. Surface: Asphalt. Taxiway F: 7.5 m. Surface: Asphalt. Taxiway G: 17 m. Surface: Asphalt.
3	Altimeter checkpoint location and elevation	Main Apron 103 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Pilots are cautioned that Taxiways A and C are not suitable for use by aircraft whose wheelbase exceeds 18 m and whose wheelspan is greater than 9.1 m. Taxiway E has green reflective centre-line studs. The taxiway is suitable for aircraft whose wheelbase is less than 7.5 m and wingspan less than 18 m and is available at night. Aircraft with a wingspan in excess of 20 m must be under tow. All aircraft using Taxiway E must exercise extreme caution due to the reduced obstacle clearances and vehicle movements. The taxilane between Taxiways B and C has green reflective studs along its centre-line for its entire length. Taxiway F is suitable for aircraft up to 7.5 m wheelbase. Foxtrot 1 is not available at night. All aircraft using Taxiway F must exercise caution due to vehicle and helicopter movements. Taxiway G has green centre-line and blue reflective edge studs and suitable for use by code C aircraft to access the engine run and compass base facilities. Code D aircraft may use the taxiway by prior arrangement under tow. The grass parking is ordinarily available for use between April and October by light aircraft with a maximum wingspan of 12 m. Operators of light aircraft who cannot use the grass are requested to advise Flight Briefing prior to arrival so that appropriate parking arrangements can be made.

EGTE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All main apron stands are parking with marshaller guidance. No aircraft must enter a stand without being under positive marshaller control. Smaller commercial types and those on other aprons can expect to be parked into wind. Pilots are cautioned, that all stands have an upward incline towards the South, which may necessitate the use of increased power when taxing on to stand on stands 4–6 and especially when operating under single engine manoeuvres. Stand 2 may be used by DH4 aircraft only in a nose out configuration. The aircraft will be marshalled to a stop on the apron taxiway and be required to shut down following which the tug will be connected and it will be pushed back onto the stand. For nose out departures from stand 2 the aircraft will be towed into the apron taxiway prior to approval being given for engine start up. Pilots are to request permission to tow then start from ATC for departure.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Threshold markings, designators, centre-line and fixed distance markings. Green and amber lead-off/on lights for Taxiways A and B and on 08 turning loop. Blue edge lights on Runway 26 turning circle.**Taxiway light(s):** : Taxiways to the south of 08/26 have green centre-line taxiway lights with blue edge lights at runway/taxiway junctions and lit hold point signage. South Apron hold is unlit. Taxiway A has alternate amber and green centre-line lights beyond Hold A2 due to the ILS critical area. Runway guard lights are installed at all Cat 1 hold points including South Apron hold. Taxiways to the north of Runway 08/26 do not have centre-line or edge lighting (AD 2.8 refers). Guard lights and lit hold point signage is only installed at E1. Blue edge lights on turning circle at threshold of Runway 26. Green and amber lead off lights onto Taxiway B and Runway 08 turning loop.
3	Stop bars	
4	Remarks	Runway 08 turning loop is suitable for use by aircraft up to and including A330-300 size. Runway 26 turning circle is suitable for use by aircraft up to and including A330-300 size. Two illuminated wind direction indicators. Obstacle marking. Runway ahead, enhanced taxiway centre-line and mandatory instruction marking are located at all holding points.

EGTE AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTE12332) 08/APPROACH 26/TAKE-OFF	Mast	504543.53N 0031242.78W	1027.30 ft		No	
(EGTE12448) 08/APPROACH 26/TAKE-OFF	Tree	504531.23N 0031404.04W	859.88 ft		No	
(EGTE12460) 08/APPROACH 26/TAKE-OFF	Tree	504519.11N 0031406.56W	859.48 ft		No	
(EGTE10134) 08/APPROACH 26/TAKE-OFF	Tree	504514.22N 0031939.82W	635.86 ft		No	
(EGTE12489) 08/APPROACH 26/TAKE-OFF	Tree	504454.26N 0031423.42W	878.81 ft		No	
(EGTE10049) 08/APPROACH 26/TAKE-OFF	Pylon	504453.16N 0032041.69W	412.96 ft		No	
(EGTE12059) 08/APPROACH 26/TAKE-OFF	Tree	504444.21N 0032005.72W	589.40 ft		No	
(EGTE11358) 08/APPROACH 26/TAKE-OFF	Tree	504425.77N 0032055.47W	374.84 ft		No	
(EGTE12933) 08/APPROACH 26/TAKE-OFF	Tree	504425.57N 0032227.92W	267.88 ft		No	
(EGTE12932) 08/APPROACH 26/TAKE-OFF	Tree	504420.84N 0032247.79W	221.49 ft		No	
(EGTE12955) 08/APPROACH 26/TAKE-OFF	Tree	504419.11N 0032321.68W	164.50 ft		No	
(EGTE13113) 08/APPROACH 26/TAKE-OFF	Tree	504417.04N 0032220.67W	286.81 ft		No	

EGTE AD 2.10 AERODROME OBSTACLES (continued)

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTE11853) 08/APPROACH 26/TAKE-OFF	Tree	504416.29N 0032245.28W	225.33 ft		No	
(EGTE10851) 08/APPROACH 26/TAKE-OFF	Tree	504138.61N 0033555.14W	797.21 ft		No	
(EGTE10970) 08/APPROACH 26/TAKE-OFF	Mast	504826.29N 0030616.52W	1522.28 ft		Yes	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTE10134) 08/APPROACH 26/TAKE-OFF	Tree	504514.22N 0031939.82W	635.86 ft		No	
(EGTE13076)	Tree	504453.56N 0032158.08W	295.57 ft		No	
(EGTE12522)	Tree	504450.86N 0032011.83W	524.90 ft		No	
(EGTE12508)	Tree	504448.95N 0031958.66W	572.70 ft		No	
(EGTE12511)	Tree	504444.12N 0032005.71W	591.04 ft		No	
(EGTE10315)	Hangar	504412.28N 0032437.09W	115.12 ft		No	
(EGTE10287)	VCR	504353.46N 0032459.06W	142.42 ft		No	
(EGTE10411)	Tree	504328.53N 0032147.42W	378.35 ft		No	
(EGTE10413)	Pylon	504326.68N 0032203.43W	399.38 ft		No	
(EGTE10403)	Tree	504040.55N 0032213.21W	688.12 ft		No	

EGTE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	ATIS 119.325 MHz.
9	ATS units provided with information	EXETER.
10	Additional information (limitation of service, etc.)	

EGTE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	076.14°	2076 x 46 m	RWY surface: Asphalt. PCN 53/F/B/X/U	504355.45N 0032540.83W 169 ft	THR 100 ft
26	256.16°	2076 x 46 m	RWY surface: Asphalt. PCN 53/F/B/X/U	504411.23N 0032359.98W 169 ft	THR 102 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 08 Threshold Runway 08 displaced by 11 m. The downslope gradient over the first 400 m of LDA is: RWY 08 – 0.73%
					RWY 26 Threshold Runway 26 displaced by 39 m. The downslope gradient over the first 400 m of LDA is: RWY 26 – 0.74%

EGTE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	2037 m	2255 m	2037 m	2037 m	
26	2076 m	2657 m	2076 m	2037 m	
08	791 m	1009 m	791 m		Take-off from intersection of Taxiway Charlie.
08	1127 m	1345 m	1127 m		Take-off from intersection of Taxiway Golf.
08	1665 m	1883 m	1665 m		Take-off from intersection of Taxiway Bravo.
26	927 m	1390 m	927 m		Take-off from Intersection of Taxiway Golf.
26	1819 m	2400 m	1819 m		Take-off from intersecti on of Taxiway Foxtrot.
26	1264 m	1845 m	1264 m		Take-off from intersection of Taxiway Charlie.

EGTE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	332 m Light intensity high.	HI flush green with wingbars	PAPI Left/3° 60 ft			HI elev bi-directional with LI omni-directional component HI flush green	Red.		**Approach Lighting:** Coded centre-line with two crossbars **PAPI dist from THR:** 438 m
26	750 m Light intensity high.	HI flush green with wingbars	PAPI Left/3.5° 58 ft			HI elev bi-directional with LI omni-directional component HI flush green	Red.		**Approach Lighting:** Coded centre-line with five crossbars **PAPI dist from THR:** 361 m

EGTE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 504407.71N 0032525.96W
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes. Less than 1 second when RVR 800 m or less.
5	Remarks	Apron edge lighting. Apron floodlights. Obstacle lighting.

EGTE AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGTE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
EXETER ATZ A circle, 2.5 nm radius centred at 504403N 0032450W on longest notified runway (08/26)	Upper limit: 2000 ft Lower limit: SFC	G	EXETER APPROACH English	3000 ft	Emergency services operations may occur H24, including outside of the operating hours of the aerodrome ATZ. Pilots are recommended to make a blind call on the Exeter Approach Frequency 128.975 MHz when transiting close to the ATZ.

EGTE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	EXETER APPROACH	128.975 MHz DOC 40 nm/16,000 ft.	Winter: Mon 0001-0100, 0700-2359; Tue-Fri 0001-0200, 0700-2359; Sat 0001-0200, 0800-1700; Sun 0830-2359. Summer: Mon 0600-2359; Tue-Fri 0001-0100, 0600-2359; Sat 0001-0100, 0530-2000; Sun 0700-2359.	ATZ hours coincident with Approach hours.
TWR	EXETER TOWER	119.800 MHz DOC 25 nm/4,000 ft.	Winter: Mon 0001-0100, 0700-2359; Tue-Fri 0001-0200, 0700-2359; Sat 0001-0200, 0800-1700; Sun 0830-2359. Summer: Mon 0600-2359; Tue-Fri 0001-0100, 0600-2359; Sat 0001-0100, 0530-2000; Sun 0700-2359.	
RAD	EXETER RADAR	128.975 MHz	Winter: Mon 0001-0100, 0700-2359; Tue-Fri 0001-0200, 0700-2359; Sat 0001-0200, 0800-1700; Sun 0830-2359. Summer: Mon 0600-2359; Tue-Fri 0001-0100, 0600-2359; Sat 0001-0100, 0530-2000; Sun 0700-2359.	Radar serves Runway 08/26.
	EXETER RADAR	123.575 MHz DOC 40 nm/16,000 ft.	Not continuously guarded, ATC will advise	
ATIS	EXETER INFORMATION	119.325 MHz DOC 60 nm/20,000 ft.	Winter: Mon 0001-0100, 0700-2359; Tue-Fri 0001-0200, 0700-2359; Sat 0001-0200, 0800-1700; Sun 0830-2359. Summer: Mon 0600-2359; Tue-Fri 0001-0100, 0600-2359; Sat 0001-0100, 0530-2000; Sun 0700-2359.	
Other	EXETER FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGTE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME I 1.58°W (2017)	IET	109.900 MHz	Winter: Mon-0001-0100; 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200; 0800-1700 Sun 0830-2359 Summer: Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100; 0530-2000 Sun 0700-2359	504412.91N 0032349.26W		Rwy 08
ILS/DME/GP	IET	333.800 MHz	Winter: Mon-0001-0100; 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200; 0800-1700 Sun 0830-2359 Summer: Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100; 0530-2000 Sun 0700-2359	504353.35N 0032522.37W		3° ILS Ref Datum Hgt 50 ft.
ILS/DME I 1.58°W (2017)	IXR	109.900 MHz	Winter: Mon-0001-0100; 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200; 0800-	504354.31N 0032548.12W		Rwy 26 Range is restricted to 18 nm between 10 degree and 10 nm between 35 de-

EGTE AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
			1700 Sun 0830-2359 Summer: Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100; 0530-2000 Sun 0700-2359			gree either side of the centre-line. Pilots are advised that full scale fly-up may not be observed when below the glidepath and right of the centre-line for ILS Runway 26 I XR.
ILS/DME/GP	IXR	333.800 MHz	Winter: Mon-0001-0100; 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200; 0800-1700 Sun 0830-2359 Summer: Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100; 0530-2000 Sun 0700-2359	504413.03N 0032417.74W		3.5° ILS Ref Datum Hgt 58 ft. Quality of the guidance does not permit use of the Glide Path below 200 ft. Glidepath is not to be used at a range of greater than 8 nm from the threshold. Pilots landing on auto-coupled approach may experience greater than expected pitch up/ pitch down inputs between 8 nm and 5 nm.
DME	IET	36X 109.900 MHz	Winter: Mon-0001-0100; 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200; 0800-1700 Sun 0830-2359 Summer: Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100; 0530-2000 Sun 0700-2359	504407.16N 0032451.74W	90 ft	On AD. DME freq paired with ILS I ET and I XR. Zero range is indicated at THR of Runway 08 and Runway 26.
MKR		75.000 MHz	Winter: Mon-0001-0100; 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200; 0800-1700 Sun 0830-2359 Summer: Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100; 0530-2000 Sun 0700-2359	504507.89N 0031741.55W		OM
MKR		75.000 MHz	Winter: Mon-0001-0100; 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200; 0800-1700 Sun 0830-2359 Summer: Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100; 0530-2000 Sun 0700-2359	504419.71N 0032306.30W		MM
NDB (L)	EX	337.000 kHz	Winter: Mon-0001-0100; 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200; 0800-1700 Sun 0830-2359 Summer: Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100; 0530-2000 Sun 0700-2359	504507.75N 0031742.17W		Co-located with OM. Range 25 nm.
DME	IXR	36X 109.900 MHz	Winter: Mon-0001-0100; 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200; 0800-	504407.16N 0032451.74W	90 ft	On AD. DME freq paired with ILS I ET and I XR. Zero range is indi-

EGTE AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
			1700 Sun 0830-2359 Summer: Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100; 0530-2000 Sun 0700-2359			cated at THR of Runway 08 and Runway 26.

EGTE AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Fixed wing aircraft with a MTOW of 2000 kg or higher; and rotary aircraft with a MTOW of 1000 kg or higher are subject to mandatory handling. Operators are required to book handling in advance of arrival +44 (0)1392-354995, e-mail: xlr@exeter-airport.co.uk (XLR Executive Jet Centres). The exceptions to this are as follows:

(i) Exeter based operators; in this instance it is the commander's responsibility to present to the Control Authorities any non-EC national as well as any other person required to be presented in accordance with current UK regulations as appropriate.

(ii) Aircraft that are arriving for maintenance with an Exeter based facility; operators of such flights or the facility, are required to obtain a booking reference in advance from Flight Briefing +44 (0)1392-354915 and include this on the flight plan. Failure to do so may result in the levy of an administrative fee. It is the commander's responsibility to present to the Control Authorities any non-EC national as well as any other person required to be presented in accordance with current UK regulations as appropriate.

(b) All General Aviation aircraft that fall outside of the scope for mandatory handling are requested to book in with flight briefing in advance of arrival +44 (0)1392-354915, especially prior to filing a flight plan to arrive from outside the UK. The exception to this is as follows:

(i) Exeter based operators; in this instance it is the commander's responsibility to present to the Control Authorities any non-EC national as well as any other person required to be presented in accordance with current UK regulations.

(c) All commercial air transport operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-4931850, Fax: +44(0)161-4931853, or at all other times to Ground Handling +44 (0)1392-354957. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/

(d) Ordinarily all persons walking on the manoeuvering and airport apron areas, including the grass and North side at Exeter Airport, must wear high visibility clothing at all times. The only exception to this rule is that aircraft commanders wearing high visibility clothing are permitted to escort their passengers who are not wearing the required clothing up to a maximum of 5 per group when not on the main apron. For maximum effect high visibility clothing should be correctly fastened. Apart from crew carrying out an aircraft walk round, pilots and passengers must keep to the green pedestrian routes where provided for their own safety this also applies to any passengers that are being escorted by flight crew. It is the responsibility of the aircraft commander / handling agent to ensure the safety of passengers and crew at all times.

(e) All communications for airport owned ground handling services from aircraft inbound or on the ground should be made via 130.175 MHz callsign Exeter Dispatch.

(f) General Aviation and non-commercial aircraft under 2 tonnes landing at Exeter in an emergency diversion situation will have the landing fees waived. The pilot will be required to complete details of the event for the aerodrome records.

(g) Pilots of aircraft types which require to use brake chutes on landing are to advise the AD operator in advance of the flight via Airfield Operations so that chute collection arrangements may be made. Pilots are requested to advise ATC of the intention to stream prior to landing as published in CAP413.

(h) Aircraft using the aerodrome must be equipped with a radio.

(i) Parachuting and aerobatics are not permitted at the aerodrome and prior permission must be granted by the aerodrome authority for any parachuting and aerobatic activities within the aerodrome traffic zone.

(j) Aircraft using Exeter International Airport do so in accordance with the aerodromes conditions of use, a copy of which is available on application or via the aerodrome website.

(k) It is a requirement that every airline using Exeter International Airport have local orders compatible with the aerodrome Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. The aerodrome will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.

(l) Banner towing by aircraft is not permitted.

EGTE AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(m) Smoking airside is prohibited.

2 Ground Movement

(a) All aircraft parked on the main apron are required to start under marshallers instructions.

(b) All pilots must state their location on the aerodrome when requesting start up.

(c) Pushback Procedures

(i) Pilots should give full callsign, type, parking area/apron and/or stand number.

(ii) Pilots should only request pushback when the tug and push crew are connected to the aircraft and they are actually ready to do so.

(iii) Pilots are required not to illuminate aircraft anti-collision beacons until such a time as a start-up/pushback approval has been received from ATC, and when parked on the main apron, positive communication with ground personnel has been achieved.

(iv) Pilots must ensure that they are in receipt of a pushback clearance from ATC on the tower frequency before allowing ground crew to pushback the aircraft onto a taxiway from any location.

(v) Aircraft pushback from aprons must be conducted so that the aircraft is facing the intended direction of travel as instructed by ATC. All code D aircraft or higher parked on a numbered stand will be pushed back onto the apron taxiway to face west and expect to use Taxiway Bravo.

(vi) Aircraft pushing back must at all times be in communication (voice/hand signals) with an EDAL approved marshaller. Based aircraft maintenance companies are included within this approval. In the event that a non-standard pushback is required by flight crew, this must be approved in advance of the aircraft doors being closed by Airfield Operations.

(d) During low visibility conditions of 1000 m and below, runway protection barriers shall be deployed on all taxiways with the exception of Taxiway Bravo to prevent unauthorised access to the runway. Pilots are advised that increased separation and movement restrictions will apply during these conditions. Any pilot wishing to depart from the northern side of the aerodrome during such circumstances must advise ATC minus 15 minutes of requesting start up clearance, so that arrangements can be made to temporarily allow access for departure.

(e) After landing on Runway 08, Code C aircraft are not permitted to carry out 180 degree turns on the runway between the Taxiway Charlie intersection and 26 threshold. Aircraft should continue to the end to use the 26 turning circle prior to backtrack.

(f) All code D or higher aircraft are not permitted to carry out 180 degree turns on Runway 08/26 between the runway thresholds. All code D types must use the Runway 08 turning loop or the Runway 26 turning circle as applicable.

3 CAT II/III Operations

Not applicable

4 Warnings

(a) Light aircraft should be aware of the elevated runway lights and PAPI for Runway 08/26.

(b) Pilots are advised that bird concentrations may be present in agricultural and construction areas on approaches to runways and in the vicinity of the aerodrome. Deterrent measures within the airport boundary are carried out by a Bird Control Unit and pilots may be requested by ATC to delay departure or arrival if bird concentrations within the BCU's area of control prove difficult to disperse.

(c) Pilots are warned, when landing on Runway 26, of the possibility of Terrain/Building induced turbulance and wind shear effects.

(d) Gliding, parachuting, light aircraft and microlights operate at Dunkeswell and North Hill aerodromes (10 nm NE EGTE).

(e) Aircraft in the Dunkeswell ATZ may operate less than 5 nm north of the Final Approach Track to Runway 26. De-confliction minima against this uncoordinated traffic can not be guaranteed.

(f) Where the taxiway width is less than the paved surface width, the portions outside the taxiway markings are not maintained and should not be used by aircraft.

(g) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the aerodrome. All incidents should be reported immediately via the Tower to the Airport Authority.

(h) Pilots are cautioned of increased helicopter activity between Echo 1 and Foxtrot 1 and should remain vigilant at all times. ATC may hold taxiing aircraft on Echo and Foxtrot to allow priority helicopter departures.

(i) Pilots are warned of helicopter activity in and out of the RD and E Hospital situated on the final approach to Runway 08 at 3.25 nm from touchdown.

(j) Pilots are advised that grass areas adjacent to paved aprons are not to be used for aircraft manoeuvring or parking.

EGTE AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

5 Helicopter Operations

(a) A designated area for light helicopters requiring AVGAS 100LL is available at the existing installation. Helicopters will only be permitted to land in this area during daylight hours and provided that there are no other aircraft using the pumps. ATC will designate an area for helicopters to hold if the pumps are in use.

(b) Helicopters must approach the AVGAS installation from the northeast. When landing, helicopters must align with the 'H' facing west. Before refuelling commences, pilots must ensure that rotor blades are aligned with the fuselage, or so positioned as to not infringe taxiway C. Caution must be used at all times when manoeuvring in this area.

(c) No rotors running refuels may take place on the airport from the airport authorities fuel bowsers, with the exception of those aircraft on SAR/Ambulance tasks, in accordance with the airports operational instructions available from the refuelling manager, Tel: 01392-354931.

(d) Helicopters inbound/outbound are to avoid over flying airport buildings whenever possible.

(e) Helicopters requiring apron parking south of Runway 08/26 will be directed by ATC to approach via the main runway, then to ground/air taxi to the allocated stand under marshallers instructions. On departure helicopters parked on the apron will ground/air taxi from the allocated stand, as directed by ATC, to Runway 08/26 prior to lift off.

6 Use of Runways

(a) When the surface wind is calm or light and variable, Runway 26 is the preferential runway. When Runway 08 is the runway-in-use, pilots should note that other aircraft may require Runway 26 for departure, due to performance limitations.

7 Training

(a) Aircraft using the aerodrome for instrument training and circuits must book slots by telephone to ATC (01392-354917). CCT height 1000 ft aal, variation on request to ATC.

(b) Training by jet aircraft over 5700 kg may be denied after 2000 local time.

(c) Training by any aircraft after 2200 local time may be denied.

(d) When Runway 08 is in use, training aircraft are expected to hold at TOMPO (504243N 0033319W). Holding at NDB 'EX' may be available for training aircraft but approaches from 'EX' may be subject to delay.

EGTE AD 2.21 NOISE ABATEMENT PROCEDURES

Aircraft using the aerodrome will be required to conform to the following procedures notwithstanding that these procedures may be departed from to the extent necessary for avoiding immediate danger.

(a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport, particularly the City of Exeter.

(b) Unless otherwise required in the appropriate instrument approach procedure or otherwise instructed by ATC, inbound aircraft shall maintain as high an altitude as practicable and shall maintain at least 1000 ft aal, until commencing descent on final approach. An aircraft approaching without assistance from radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.

(c) Unless otherwise instructed by ATC, all turbo-jet aircraft and all public transport aircraft whose MTWA exceeds 5700 kg shall after take-off from:

(i) Runway 26 climb on runway heading at the maximum rate compatible with safety to 1000 ft aal and then turn as soon as possible to avoid the City of Exeter.

(ii) Runway 08 climb at the maximum rate compatible with safety to 1500 ft aal before turning.

(d) For visual approaches, or following a visual circuit, to Runway 26 the following limitations apply:

(i) Jet aircraft shall not join the final approach at a height of less then 1500 ft aal;

(ii) Propeller driven aircraft whose MTWA exceeds 5700 kg shall not join the final approach at a height of less than 1000 ft aal.

Aircraft flying a visual approach should intercept the final approach track at a level not less than that equivalent to a 3.5° glide path at the intercept range. Final approach should be flown at not less than a nominal 3.5° glide path.

(e) Auxiliary Power Units (APU).

APUs may only be operated for a maximum of one hour, or started thirty minutes prior to departure and not without the permission of the aerodrome operator. Aircraft with rear ventral airstairs must shut down APUs immediately after arriving on stand. Ground Power Units (GPU) will be supplied where required.

(f) Light aircraft should avoid overflying the villages of Clyst Honiton, Broadclyst, Whimple, West Hill and Farringdon whenever possible or as otherwise directed by ATC.

(g) Continuous Descent Approaches

EGTE AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

(i) Jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques whenever possible.

(ii) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.

(iii) ATC will provide range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as possible

EGTE AD 2.22 FLIGHT PROCEDURES

1 Instrument Approach Procedures

(a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

2 Visual Reference Points (VRP)

VRP	Co-ordinates
Axminster	504654N 0025954W
Crediton	504726N 0033905W
Cullompton	505128N 0032338W
Exmouth	503729N 0032408W
Topsham	504123N 0032849W

3 Procedure for Inbound Flights

(a) **IFR Arrivals and Overflights**

(i) Arrivals are to establish communications with ATC at least 10 minutes prior to ETA at NDB(L) EX, whenever possible, stating what type of service they require (deconfliction, traffic or basic, as appropriate).

(b) **VFR Arrivals and Overflights**

(i) Joining, or overflight instructions, may be issued with a level restriction e.g. 'Not below 1500 ft', in order to facilitate integration into the circuit or to assist in deconflicting from other traffic. Such a restriction does not absolve pilots from any requirement they may have to remain in VMC at all times and pilots must advise ATC if unable to comply with the level restriction.

(ii) Arriving or overflying VFR flights should avoid the instrument approach let-down areas and the departure climb outs at all times, unless ATC have indicated there is no traffic to affect. ATC may suggest a route or track to assist pilots in this, which may also be combined with a level restriction.

(iii) Overflying VFR aircraft are advised that the area to the immediate east and west of Exeter Airport is where holding patterns are established. They are frequently used by aircraft flying according to IFR.

4 Procedures for Outbound Aircraft

(a) **VFR Departures**

(i) VFR departures may be requested to fly a route to assist in deconflicting traffic and aid circuit integration; e.g. 'Depart to the south east, due instrument traffic'. Such restrictions will be removed by ATC as soon as is practicable, and do not absolve pilots from any requirement they may have to remain in VMC at all times. Pilots must advise ATC if unable to comply with a level or routing request.

(ii) Aircraft on local flights (departing and landing back at Exeter) should specify either the cardinal or intermediate track they wish to fly on departure on either book-out or first contact with ATC (i.e. ‘local to north-west…’).

(b) **IFR Departures**

(i) IFR departures should inform ATC prior to departure which ATC service they will be requesting on departure, i.e. deconfliction, traffic or basic, as appropriate for their requirements.

(ii) Pilots should be aware that IFR departure clearances are not normally available until the aircraft is taxiing for departure.

(iii) Flight plans filed direct to SAM may be subject to a route change via GIBSO.

(iv) Flight plans filed direct to WOTAN may be subject to a route change via EXMOR and BCN or receive significant delay.

EGTE AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGTE AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGTE-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGTE-2-2

EGTE AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGTE-5-1

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO

AD 2-EGTE-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO

AD 2-EGTE-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 nm RWY 08 - ICAO

AD 2-EGTE-8-3

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 08 – ICAO

AD 2-EGTE-8-4

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO

AD 2-EGTE-8-5

Figure: INSTRUMENT APPROACH CHART Direct Arrivals RWY 08 - ICAO

AD 2-EGTE-8-6

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO

AD 2-EGTE-8-7

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO

AD 2-EGTE-8-8

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 nm RWY 26 - ICAO

AD 2-EGTE-8-9

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 26 - ICAO

AD 2-EGTE-8-10

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO

AD 2-EGTE-8-11

Figure: INSTRUMENT APPROACH CHART NDB(L) RWY 26 - ICAO

AD 2-EGTE-8-12

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 08 - ICAO

AD 2-EGTE-8-13

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 26 - ICAO

AD 2-EGTE-8-14

Figure: INSTRUMENT APPROACH PROCEDURE SBAS FAS DATA BLOCK CODING DATA EXETER RNAV(GNSS) RWY 08

AD 2-EGTE-8-15

Figure: INSTRUMENT APPROACH PROCEDURE SBAS FAS DATA BLOCK CODING DATA EXETER RNAV(GNSS) RWY 26

AD 2-EGTE-8-16

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