

EXETER

EGTE AD 2.1 - EXETER

EGTE AD 2.2 — AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at Aerodrome:	Lat: 504404N Long: 0032450W Centre of Airport.
2	Direction and distance from the city:	4 nm E by N of Exeter.
3	Elevation/Reference temperature:	102 ft – 21°C.
4	Geoid undulation at AD ELEV PSN:	171 ft.
5	MAG VAR/Annual change:	W2.9° (2009) – 0.14° decreasing.
6	AD Administration:	Exeter and Devon Airport Ltd.
	Address:	Exeter Airport, Exeter, Devon, EX5 2BD.
	Telephone:	01392-367433. 01392-447433 (Airfield Ops). 01392-354915 (Flight Briefing). 01392-354905 (Passenger Handling). 01392-354943 (Exeter Corporate Aviation)
	Fax:	01392-364593. 01392-354967 (ATC). 01392-447422 (Airfield Ops). 01392-354969 (Passenger Handling). 01392-354943 (Exeter Corporate Aviation)
	Telex:	42648.
7	Types of traffic permitted (IFR/VFR):	IFR/VFR.
8	Remarks:	

EGTE AD 2.3 — OPERATIONAL HOURS

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

EGTE AD 2.4 — HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Hi-Loader (Pallet), fork lift, cargo dollies. Nearest railway siding: Exeter St Davids.
2	Fuel/oil types:	AVTUR JET A-1. AVGAS 100LL. Oil: Aeroshell 100, W100, W80.
3	Fuelling facilities/capacity:	
4	De-icing facilities:	Available. Contact Airfield Operations.
5	Hangar space available for visiting aircraft:	Very Limited (unheated).
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 service 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, Bar, Conference facilities.
3	Transportation:	Buses, taxis and car hire.
4	Medical facilities:	Limited first aid treatment.
5	Bank and Post Office:	Bureau de Change.
6	Tourist Office:	
7	Remarks:	

EGTE AD 2.6 — RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting:	RFF Category 7. Category 8 by prior arrangement (24 hours notice required). Category 9 by special arrangement.
2	Rescue equipment	3x Cobra major fire appliances.
3	Capability for removal of disabled aircraft:	80,000 kg MTWA. Contact 01392-367433. Telex: 42648.
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 licensed aerodrome. For aircraft not requiring to use a licensed aerodrome, the fire category supplied will be a minimum of two categories below that required for a licensed movement. The provision of such cover will be charged to the operator.

EGTE AD 2.7 — SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment:	Mechanical, Chemical de-icing.
2	Clearance priorities:	Standard. See AD 1.2.2.
3	Remarks:	Braking action assessment by Vehicle. Latest information from: 01392-367433.

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

1	Apron surface and strength:	<table border="0"> <tr> <td style="padding-right: 20px;">Surface: Concrete</td> <td>Strength:</td> </tr> <tr> <td>Surface: Asphalt</td> <td>Strength:</td> </tr> </table>	Surface: Concrete	Strength:	Surface: Asphalt	Strength:																
Surface: Concrete	Strength:																					
Surface: Asphalt	Strength:																					
2	Taxiway width, surface and strength:	<table border="0"> <tr> <td style="padding-right: 20px;">A, C</td> <td>Width: 15.1 m.</td> <td>Surface: Asphalt</td> <td>Strength:</td> </tr> <tr> <td>B</td> <td>Width: 23 m.</td> <td>Surface: Concrete</td> <td>Strength: 53/F/B/X/U</td> </tr> <tr> <td>† E</td> <td>Width: 7.5 m.</td> <td>Surface: Asphalt</td> <td>Strength:</td> </tr> <tr> <td>F</td> <td>Width: 7.5 m.</td> <td>Surface: Asphalt</td> <td>Strength:</td> </tr> <tr> <td>G</td> <td>Width: 17 m.</td> <td>Surface: Asphalt</td> <td>Strength:</td> </tr> </table>	A, C	Width: 15.1 m.	Surface: Asphalt	Strength:	B	Width: 23 m.	Surface: Concrete	Strength: 53/F/B/X/U	† E	Width: 7.5 m.	Surface: Asphalt	Strength:	F	Width: 7.5 m.	Surface: Asphalt	Strength:	G	Width: 17 m.	Surface: Asphalt	Strength:
A, C	Width: 15.1 m.	Surface: Asphalt	Strength:																			
B	Width: 23 m.	Surface: Concrete	Strength: 53/F/B/X/U																			
† E	Width: 7.5 m.	Surface: Asphalt	Strength:																			
F	Width: 7.5 m.	Surface: Asphalt	Strength:																			
G	Width: 17 m.	Surface: Asphalt	Strength:																			
3	Altimeter checkpoint location and elevation:																					
4	VOR checkpoints:																					
5	INS checkpoints:	See Aircraft Parking/Docking Chart.																				
6	Remarks:	<p>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.</p> <p>† Taxiway E is not licensed, and only the central 7.5 m is usable. The taxiway has green reflective centre-line studs and blue edge studs running from E1 to a line of amber studs across the taxiway. This portion of the taxiway is suitable for aircraft whose wheelbase is less than 7.5 m and wingspan less than 30 m and is available at night. The remainder of the taxiway is not suitable for aircraft whose wheelbase is greater than 7.5 m and whose wingspan exceeds 15 m. All aircraft being manoeuvred along Taxiway E must exercise extreme caution due to the reduced obstacle clearances and vehicle movements.</p> <p>The taxilane between Taxiways B and C has green reflective studs along its centre-line for its entire length.</p> <p>Taxiway F is suitable for aircraft up to 7.5 m wheelbase and 15 m wingspan. Available HJ only. All aircraft using Taxiway F must exercise caution due to vehicle movement.</p> <p>Taxiway G is unlit and suitable for use by code C aircraft to access the engine run facility.</p>																				

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:	<p>Stand number, yellow centre-line. The entire apron is marked out with stands numbered from 2 to 11. All have a ground stop arrow and are designed for nose in parking. Pilots are cautioned that all stands have an upward incline towards the South, which may necessitate the use of increased power when taxiing on to stand especially on stands 4 - 6.</p> <p>All apron parking must be under the guidance of a Marshaller, and pilots of smaller aircraft types are cautioned that parking may be nose out.</p> <p>Stands are for commercial use only; all other aircraft requiring Apron parking are advised that it may be available with prior notice, and at the discretion of the airport operator. Apron parking requests should be made in advance with Airfield Operations (+44 (0) 1392 447433).</p> <p>General Aviation aircraft should expect parking, weather permitting, on the grass opposite the Tower or on the South Apron located between Runway 08/26 and Taxiway Charlie. Aircraft unable to accept grass parking are to inform Airfield Operations prior to arrival. Visitors grass parking is located in the short stay area to the east of the Club parking.</p> <p>Corporate or GA aircraft requiring a night stop or longer, may also be required to park on the hard standing on the North side of the aerodrome. A Marshaller and transport will be provided where necessary.</p> <p>Operators of Gulfstream III IV and V aircraft can expect to be parked nose-in and pushed- back off stand. No self-manoeuving of these types on the Apron is permitted.</p> <p>General Aviation aircraft staying in excess of 72 hours are requested to book with Airfield Operations in advance and may be required to park remotely. Aircraft requiring handling are to contact Exeter Corporate Aviation in advance of arrival.</p>
2	Runway and taxiway markings and lighting:	<p>Runway: Runway designation. Green and amber lead-off lights onto Taxiway B. Runway 08 turning loop is lit by alternate amber and green centre-line lighting.</p> <p>Taxiway: Green centre-line taxiway lights south of Runway 08/26 with blue edge lights at Runway/Taxiway junctions. Runway guard lights located at Alpha 2, Bravo, Charlie, South Apron and Echo 1. Blue edge lights on turning circle at threshold of Runway 26. Holding point indicator signs at Alpha 1 and 2, Bravo, Charlie and Echo 1.</p>
3	Stop bars:	
4	Remarks:	<p>Runway 08 turning loop is suitable for use by aircraft up to and including A340-200. Runway 26 turning circle is suitable for use by aircraft up to and including A340-200. Two illuminated wind direction indicators. Obstacle marking.</p> <p>Enhanced taxiway centre-line and madatory instruction marking are located at all holding points.</p>

EGTE AD 2.10 — AERODROME OBSTACLES

In Approach/Take-off Areas				In circling area and at aerodrome			
1				2			
Runway/Area affected	Obstacle type Elevation Markings/Lighting	Co-ordinates		Obstacle type Elevation Markings/Lighting	Co-ordinates		
a	b		c	a		b	
		ft amsl			ft amsl		
08/Approach 26/Take-off	Tree	796	504138.61N 0033555.14W	Hangar (Lgtd)	114	504412.29N 0032437.05W	
				Pylon	357	504637.73N 0032211.53W	
26/Approach 08/Take-off	Tree	222	504418.13N 0032252.17W	Tree	635	504514.22N 0031939.82W	
	Tree	168	504419.08N 0032321.49W	Hill	762	504945.76N 0032702.95W	
	Tree	227	504418.12N 0032251.56W	Hill	857	505013.27N 0032821.52W	
	Tree	576	504445.31N 0032008.49W	Hill	929	505112.90N 0031659.83W	
	Tree	629	504513.96N 0031939.97W	Pylon	398	504326.68N 0032203.43W	
	Tree	859	504519.14N 0031406.27W	Aerial	536	504234.95N 0032109.01W	
	Mast	1034	504542.13N 0031241.43W	Mast	647	504209.70N 0032055.46W	
				Hill	735	504239.92N 0031535.19W	
				Hangar (Lgtd)	154	504352.83N 0032443.41W	
				Tree	458	504227.98N 0032141.43W	
				Tree	687	504040.55N 0032213.21W	
				Tree	829	503839.18N 0033236.37W	
				Tree	494	504452.88N 0032859.31W	
				Tree	539	504508.07N 0033019.42W	
				Tree	830	504453.80N 0031230.82W	
				Mast	620	504428.98N 0033129.46W	
				Mast	934	504426.15N 0033634.61W	
3	Remarks:						

EGTE AD 2.11— METEOROLOGICAL INFORMATION PROVIDED

1	Associated 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:	
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 (m)	Strength (PCN) and surface of RWY and Stopway	Threshold co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	076.11°	2083 x 46	53/F/B/X/U Asphalt	504355.43N 0032540.83W — GUND 171 ft	THR 99 ft
26	256.14°	2083 x 46	53/F/B/X/U Asphalt	504411.24N 0032359.98W — GUND 171 ft	THR 102 ft

Slope of RWY-SWY	Stopway dimensions (m)	Clearway dimensions (m)	Strip dimensions (m)	OFZ
7	8	9	10	11
12	Remarks: Threshold Runway 26 displaced by 36 m. Threshold Runway 08 displaced by 10 m. The downslope gradient over the first 400 m of LDA is: RWY 08 – 0.73%; RWY 26 – 0.74%			

EGTE AD 2.13 — DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks:
1	2	3	4	5	6
08	2047	2263	2047	2037	
26	2073	2653	2073	2037	
08	1675	1891	1675	—	Take-off from intersection of Taxiway Bravo.
08	815	1031	815	—	Take-off from intersection of Taxiway Charlie.
26	1843	1423	1843	—	Take-off from intersection of Taxiway Foxtrot.
26	1286	1866	1286	—	Take-off from intersection of Taxiway Charlie.

EGTE AD 2.14 — APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line Lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stopway Lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
08	Coded centre-line with two crossbars 332 m HI	HI flush green with wingbars	PAPI 3° LHS 438 m (60 ft)			HI elev bi-directional with LI omni-directional component HI flush green	Red	
26	Coded centre-line with five crossbars 750 m HI	HI flush green with wingbars	PAPI 3.5° LHS 361 m (58 ft)			HI elev bi-directional with LI omni-directional component HI flush green	Red	
10	Remarks							

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	Taxiway edge and centre-line lighting:	Green centre-line taxiway lights south of Runway 26/08 with blue edge lights at Runway/Taxiway junctions. 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.
4	Secondary power supply/switch-over time:	Yes
5	Remarks:	Apron edge lighting. Apron floodlights. Obstacle lighting.

EGTE AD 2.16 — HELICOPTER LANDING AREA

1 Co-ordinates TLOF or THR of FATO: Geoid undulation:	
2 TLOF and/or FATO elevation (ft):	
3 TLOF and FATO area dimensions: Surface, Strength, Marking:	
4 True Bearing of FATO:	
5 Declared distance available:	
6 Approach and FATO lighting:	
7 Remarks:	

EGTE AD 2.17 — ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Exeter Aerodrome Traffic Zone (ATZ) Circle radius 2.5 nm centred on longest notified runway (08/26) 504404N 0032450W	2000 ft aal/ SFC	G †
4 ATS unit call sign: Language(s):	Exeter Approach. English	
5 Transition altitude:	3000 ft.	
6 Remarks:	Hours: See AD 2.18 † Refer to Section ENR 1.4 for Notifications.	

EGTE AD 2.18 — ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Channel MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Exeter Approach	128.975	Mon-0001-0100 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200 0800-1700 Sun 0830-2359	Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100 0530-2000 Sun 0700-2359	ATZ hours coincident with Approach hours. DOC 40 nm/16,000 ft.
TWR	Exeter Tower	119.800	Not continuously guarded, ATC will advise.		DOC 25 nm/4000 ft.
RAD	Exeter Radar	128.975			DOC 35 nm/10,000 ft.
		119.050			DOC 60 nm/20,000 ft.
ATIS	Exeter Information	119.325	Mon-0001-0100 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200 0800-1700 Sun 0830-2359	Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100 0530-2000 Sun 0700-2359	DOC 60 nm/20,000 ft.
FIRE	Exeter Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS Frequency.

EGTE AD 2.19— RADIO NAVIGATION AND LANDING AIDS

Type of Aid MAG VAR Type of supported OP (VOR/ILS/MLS declination)	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter # and by arrangement	Summer			
1	2	3	4		5	6	7
LOC 08 W2.9° (2009) ILS CAT I	I ET	109.90 MHz	Mon-0001-0100 0700-2359 Tue-Fri 0001-0200; 0700-2359 Sat 0001-0200 0800-1700 Sun 0830-2359	Mon 0600-2359 Tue-Fri 0001-0100; 0600-2359 Sat 0001-0100 0530-2000 Sun 0700-2359	504412.91N 0032349.26W		False LOC captures may be experienced by certain autopilot/receiver combinations when initiating LOC capture outside 28° left on the centre-line.
GP	I ET	333.80 MHz			504353.35N 0032522.37W		3° ILS Ref Datum Hgt 50 ft.
LOC 26 W2.9° (2009) ILS CAT I	I XR	109.90 MHz			504354.31N 0032548.12W		Range is restricted to 18 nm between 10° and 10 nm between 35° either side of the centre-line.
GP	I XR	333.80 MHz			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.
DME	I ET (RWY 08) I XR (RWY 26)	Ch 36X (109.9 MHz)			504407.16N 0032451.74W	88 ft amsl	On AD. DME freq paired with ILS I ET and I XR. Zero range is indicated at THR of Runway 08 and Runway 26.
OM	Dashes	75 MHz			504507.89N 0031741.55W		
MM	Dots/ Dashes	75 MHz			504419.71N 0032306.30W		
L	EX	337 kHz			504507.75N 0031742.17W		Co-located with OM. Range 25 nm. Closed Thursdays 0900-1100 (winter), 0800-1000 (summer)

EGTE AD 2.20 — LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

- a. Except where a public transport operator has a lower State authorised take-off minima, departures in RVR less than 400 m are not permitted.
- b. All persons on the manoeuvring and apron areas at Exeter airport must wear High visibility clothing at all times. Pilots wearing high visibility clothing are permitted to escort passengers not wearing the required clothing. Apart from when 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 pilots.
- c. Prior permission is required from the aerodrome operator for all non-scheduled aircraft with a fuselage length in excess of 9.5 m and /or requiring JET A-1 fuel. Bookings via Airfield Operations, Fax: +44 (0)1392-447433/22, e-mail: operations@exeter-airport.co.uk.
- d. All Jet A1 refuel requests on the airfield are to be made via Exeter Operations on 130.175 MHz or telephone: +44 (0)1392-447433.
- e. General Aviation and non-commercial aircraft under 2 tonnes landing at Exeter in an emergency or diversion situation will have the landing fees waived. The pilot will be required to complete details of the event for the aerodrome records.
- f. 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.

2. Ground Movement

- a. All aircraft parked on the main apron are required to start under marshalls instructions.
- b. When requesting start-up or push-back, pilots should give full callsign, type and stand number. Pilots should only request push-back when they are actually ready to do so and must ensure they are in receipt of a push-back clearance from ATC on the tower frequency before allowing ground crew to push-back the aircraft.

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 areas on approaches to runways. 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 turbulence and wind shear effects.

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 overflying 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 marshalls 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. Runway 08 is not available for landing of single engine piston aircraft at night.
- b. Operators of Single Engine Piston Aircraft Only.
 - i. For arrivals to Runway 08: The threshold of Runway 08 is displaced by 1173 m and is not marked. Intersection of Runway 08/26 and disused Runway 13/31 may be used as a guide. Runway 08 departures are not affected.
 - ii. For departures on Runway 26: For single engine piston aircraft the length of Runway 26 is 900 m from the existing threshold. Intersection of Runway 08/26 and disused Runway 13/31 may be used as a guide. Runway 26 arrivals may use the full length.
- c. Due to Runway 08/26 reduced runway length for single engine piston aircraft, in order to integrate safety with other aircraft in the visual circuit, pilots are to fly circuits of a size commensurate with the full runway length.

7. Training

- a. Aircraft using the aerodrome for training must book slots by telephone to ATC (01392-354915). Flight plan application not accepted. Any changes or cancellations must be notified.
- 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.

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 than 1500ft aal;
 - ii. Propeller driven aircraft whose MTWA exceeds 5700kg shall not join the final approach at a height of less than 1000ft 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 or on the western apron. Ground Power Units (GPU) will be supplied where required.

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

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

EGTE AD 2.23 — ADDITIONAL INFORMATION

Not applicable

EGTE AD 2.24 — CHARTS RELATED TO THE AERODROME

Chart Name	Page
Aerodrome Chart - ICAO	AD 2-EGTE-2-1
Aircraft Parking/Docking Chart – ICAO	AD 2-EGTE-2-2
ATC Surveillance Minimum Altitude Chart – ICAO	AD 2-EGTE-5-1
Instrument Approach Chart ILS/DME/NDB(L) RWY 08 – ICAO	AD 2-EGTE-8-1
Instrument Approach Chart LOC/DME/NDB(L) RWY 08 – ICAO	AD 2-EGTE-8-2
Instrument Approach Chart SRA RTR 2 nm RWY 08 – ICAO	AD 2-EGTE-8-3
Instrument Approach Chart NDB(L)/DME RWY 08 – ICAO	AD 2-EGTE-8-4
Instrument Approach Chart Direct Arrivals RWY 08 – ICAO	AD 2-EGTE-8-5
Instrument Approach Chart ILS/DME/NDB(L) RWY 26 – ICAO	AD 2-EGTE-8-6
Instrument Approach Chart LOC/DME/NDB(L) RWY 26 – ICAO	AD 2-EGTE-8-7
Instrument Approach Chart SRA RTR 2 nm RWY 26 – ICAO	AD 2-EGTE-8-8
Instrument Approach Chart RNAV (GNSS) RWY 26 – ICAO	AD 2-EGTE-8-9
Instrument Approach Chart NDB(L)/DME RWY 26 – ICAO	AD 2-EGTE-8-10
Instrument Approach Chart NDB(L) RWY 26 – ICAO	AD 2-EGTE-8-11

Aerodrome Obstacle Chart ICAO Type A is available for this aerodrome. For details refer to GEN 3.2

This page is intentionally left blank