

Exeter International Airport

Charts: <http://www.ais.org.uk/aes/pubs/aip/html/ad/egte.htm>

Exeter Tower: 119.8
Exeter Approach: 128.975 (North sector if busy)
Exeter Approach: 119.05 (South sector if busy)

'EX' NDB: 337.0
Rwy 26 ILS: 109.9 (261°)
Rwy 08 ILS: 109.9 (081°)

Aerodrome procedures:

Only runway 26/08 is operational, and as such runway 31/13 is treated as a taxiway.

Due to the width of Twys A, C & D, the largest aircraft able to use these routes is a B737 - all other aircraft must use Twy B, and backtrack as required. This will require co-ordination with Approach, due to the extra time required for large aircraft to backtrack and turn around on the runway, especially if using rwy 26.

Noise abatement (Jets and above 5.7t): Rwy 08 - Climb to 1500ft before turning, Rwy 26, climb to 1000ft before turn immediately to avoid City of Exeter.

DEPARTURES

IFR Clearance

IFR clearances are twofold - airways clearance and departure clearance.

Aircraft are usually given airways (controlled airspace) clearance prior to or approaching the holding point for the runway (however there is nothing to prevent clearance being offered earlier, although any delays to departure will need to be advised to London Control).

Airways clearance should be provided with the co-operation of Cardiff/Bristol Approach if routing north, or London Control (EGTT_S_CTR) for all other directions. These controllers will give you a level at which the aircraft can join controlled airspace.

The standard routes from Exeter are:

North via EXMOR (N864) or direct AMMAN (L9 for flight leaving UK FIR at STU). If Cardiff/Bristol are online, flights via EXMOR will usually be allocated a join at FL90 at EXMOR, although Cardiff/Bristol will usually be able to climb it further on initial contact.

East via GIBSO (R8)

South via Berry Head (BHD-N864)

Traffic routing West to climb into Controlled Airspace (CAS) will require clearance from London Military if on line, otherwise clearance from London Control (Routing usually via Lands End [LND])

The clearance should include:

Aircraft I.D.
Destination
Point of entry into Controlled Airspace, and subsequent routing
Cleared FL to enter into CAS

Squawk code and frequency of London Control/Cardiff/Bristol

The departure clearance will also be provided: This will have been passed by Approach to Tower (if online) to take into account any traffic in the vicinity, bearing in mind standard separation requirements of IFR flights. This may include an initial altitude or heading, or if quiet it may be a turn direct to the point of entry into CAS at the level cleared by London - it is a last minute decision and requires good communication.

IFR departures require a release from Approach before departure - even if the departure clearance has been given by APP, it is still necessary for TWR to request permission to clear for takeoff.

Once the aircraft nears the FL cleared by London etc or another co-ordinated level, the aircraft will be handed over to the applicable controller.

VFR Clearance

Light aircraft and other traffic departing VFR will call for taxi after engines have started. Bearing in mind the taxiway regulations, aircraft can be cleared to holding points A1 (for 08) or D1 (for 26). Alternatively, depending on location, the aircraft can be given the option of taxiing via Rwy 31 and departing from the intersection, although if aircraft require a backtrack this must be allowed. Aircraft north of Rwy 26/08 can utilise E1, E2 and E3 (new hold which may not be included in scenery yet - at the threshold of Rwy 26 [See below]).

VFR traffic does not need clearance from APP, but occasionally APP may require a delay for separation reasons.

Traffic information on previously departed traffic can be passed prior to departure, and takeoff clearance given including direction of turn, left or right to avoid over flying Exeter City.

VFR traffic will then be passed to APP once outside the ATZ boundary.

Exeter Airport Authority currently operate a procedure affecting departing single engine piston aircraft due to Government policy: The length of Rwy 26 for these a/c is 900m from the existing threshold. Therefore Rwy 26 departures must be airborne by this point, which as a guide is the intersection of disused Rwy 13/31. (Due to scenery/pilot qualifications this may be inappropriate to enforce on VATSIM).

ARRIVALS

London Control will descend airway's traffic in the airway and then hand over after co-ordination with APP. They can be offered Radar Advisory Service, Radar Information Service or Flight Information Service, but most commercial traffic will request RAS.

Vectoring will be made with reference to the Radar Vectoring Area (RVA) Chart available on the AIP website, which provides adequate clearance from obstacles using the Minimum Safety Altitude (MSA).

The type of vectoring depends on approach requested, most large aircraft expect the ILS approach, but some smaller types are happy to accept vectors to a visual approach, which cuts down on flying time thus reducing costs. This will also depend on traffic levels at the time, as the aircraft will be given own discretion to descend with their own responsibility for terrain clearance.

VFR arrivals will be asked to report visual with the airfield, at which time APP will ask TWR for joining instructions - Exeter has a dual circuit pattern, therefore joins will usually be left or

right downwind/base depending on direction of flight.

There are a number of locations where VFR traffic may be asked to hold before entering the ATZ including Exmouth, Dawlish Warren, Topsham and Cullompton.

VFR traffic will be passed to TWR after being given joining instructions by APP, and IFR traffic will be passed once descending on the ILS.

Exeter Airport Authority currently operate a procedure affecting arriving single engine piston aircraft due to Government policy: The threshold of Rwy 08 is displaced by 1173m and is not marked. Therefore Rwy 08 arrivals must not touch down before this point, which as a guide is the intersection of disused Rwy 13/31. (Due to scenery/pilot qualifications this may be inappropriate to enforce on VATSIM).

OVERFLIGHTS/OTHER TRAFFIC

Exeter Approach can provide a Lower Airspace Radar Service up to FL95 and a range of approximately 30nm. Separation is to be provided within usual limits.

Once traffic nears the limits of radar cover, they can be passed to the next available controller:

West - Newquay/RAF St. Mawgan;

South West - Plymouth (non radar service);

East - RNAS Yeovilton (if open) or Bournemouth (but may be outside radar cover);

North East - Bristol;

North - Cardiff.

Transition Altitude 3000ft. Altimeter Setting Region - Portland (Wessex approximately 6 miles west of aerodrome)

This Information has been compiled from memory and the CAA AIP - it is encouraged to read the appropriate AIP sections for Exeter.

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