

**GENERAL****Operational Hours****ATS Hours**

Winter: MON-FRI 0630-0230, SAT 0600-2100, SUN 0600-2200

Summer: Daily 0500-0200

PPR is mandatory outside ATS Hours.

**AD Operator Hours**

Winter: MON-FRI 0800-1900, SAT 0800-1700, SUN 0900-1700.

Summer: MON-FRI 0700-1900, SAT 0700-1800, SUN 0800-1900.

**Airport Information**

**RFF:** CAT 6, CAT 8 and 9 AVBL O/R. CAT 7 provided with CAT 6 under remission.

**Fuel:** Winter: MON-FRI 0800-1900, SAT 0800-1700, SUN 0900-1700

Summer: MON-FRI 0700-1900, SAT 0700-1800, SUN 0800-1900

**Fire:** 'Exeter Fire' 121.600 AVBL when fire vehicle attending aircraft on GND in EMERG.

**PCN:** RWY 08/26: 53/F/B/X/U

**Customs:** MON-FRI 0645-2000‡, SAT/SUN/HOL 0845-1800‡  
PN by 1600‡ on previous day.

**Operation****Preferential RWY**

When surface wind is calm or light and variable, RWY 26 is preferential RWY. When RWY 08 is the RWY in use, pilots should note that other ACFT may require RWY 26 for DEP, due to performance limitations.

**RWY Restriction**

180° turns for ACFT code letter C or above permitted on RWY 08 turning loop or RWY 26 turning circle only.

**TWY Restrictions**

TWY G width 17m / 56ft.

TWY A, C width 15.1m / 50ft.

TWY E, F width 7.5m / 25ft.

TWY A, C MAX wheelbase below 18m / 59ft and MAX wingspan below 9.1m / 30ft.

TWY E MAX wingspan below 18m / 59ft and MAX wheelbase below 7.5m / 25ft.

Towing mandatory for ACFT with wingspan 20m / 66ft or above.

All ACFT using TWY E must exercise extreme caution due to reduced OBST CLR and vehicle movements.

TWY F MAX wheelbase 7.5m / 25ft.

TWY F1 AVBL HJ only.

All ACFT using TWY F must exercise extreme caution due to vehicle and helicopter movements.

TWY G AVBL for code letter D ACFT by towing only and by prior arrangement.

**Taxi/Parking**

PPR for parking on FRI and SAT.

Marshaller compulsory.

All stands have an upward incline towards south, which may necessitate use of increased PWR when taxiing onto stand, especially stand 4-6.

## GENERAL

## APU

Use of APU restricted to MAX 60min or started 30min prior to DEP. ACFT with rear stairs must shut down APU immediately after ARR on stand.

## Warnings

## ILS RWY 26 IXR:

- Range is RESTR to 18NM within 10° and 10NM within 35° of CL.
- Full scale fly up may not be observed when below GP and right of CL.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

HEL activity in/out hospital situated on final RWY 08 3.5NM from touchdown.

Unauthorized ground based laser lights experienced in vicinity of AD. Report incidents immediately.

Gliding, parachuting, light ACFT and microlights operate at Dunkeswell and North Hill ADs (10NM NE of Exeter).

ACFT in Dunkeswell ATZ may operate less than 5NM north of final APCH track to RWY 26. De-confliction minima against this uncoordinated traffic cannot be guaranteed.

Birds in vicinity of AD.

## ARRIVAL

## Communication

Contact ATC at least 10min prior to ETA at NDB(L) EX, whenever possible, stating type of service required (deconfliction, TFC or basic, as appropriate)

**COM Failure:** See CRAR and in addition;

When radar vectored:

**Initial APCH:** Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 2500ft, or last assigned LVL, if higher, to NDB EX.

**Intermediate and final APCH:** Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to NDB EX.

## Arrival Procedure

Maintain high ALT as long as practicable and maintain at least 1000ft AGL, until commencing descent on final APCH. APCH without radar assistance follow a descent path not below PAPI.

## Circling or visual APCH RWY 26

JET ACFT: Join final APCH with MNM 1500ft AGL.

PROP ACFT: Join final APCH with MNM 1000ft AGL.

## Warnings

LDG RWY 26: Possibility of terrain/building induced TURB and wind shear effects.

## DEPARTURE

### Take-off Minima

RWY		08/26	
All ACFT	ft - m/km	0 - 200R/200V	-

### Communication

**COM Failure:** See CRAR.

### Departure Procedure

#### Start-up

All ACFT parked on main APN are required to start under marshaller instructions.

All pilots must state their location when REQ start-up.

#### Push-back

Report full callsign, ACFT type, parking area/apron and/or stand number.

REQ push-back only when the tug and push-back crew are connected and they are actually ready to do so.

Pilots are required not to illuminate ACFT anti-collision beacons until such a time as start-up/push-back approval has been received from ATC, and when parked on main APN, positive communication with GND personnel has been achieved.

Pilots must ensure that they are in receipt of a push-back CLR from ATC on the TWR FREQ before allowing GND crew to push-back ACFT onto a TWY from any location.

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

#### Low Visibility Procedures

During low visibility conditions stopbars will be in use at holding points A1, B, C and E1. RWY protection barriers will be deployed on all other RWY holding points. Pilot wishing to depart from North APN during such circumstances, advise ATC 15min of requesting start-up CLR. TWY A may be subject to restricted use. Increased separation and movement restrictions will apply during these conditions. If any stopbar not serviceable, RWY protection barriers will be deployed, with B being the preferred RWY access point.

#### Intersection TKOF

RWY 08: TKOF intersection of TWY B, C and G

RWY 26: TKOF intersection of TWY C, F and G

#### Noise Abatement Procedures

RWY 08: Climb with MAX rate to 1500ft before turning.

RWY 26: Climb on RWY HDG with MAX rate to 1000ft, turn ASAP to avoid City of Exeter.

### De-Icing

AVBL.



W003° 26'

ATIS 119.325 Winter: Mon-Fri 0630-0230

Sat 0600-2100

Sun 0600-2200

Summer: 0500-0200

TWR 119.800 Winter: Mon-Fri 0630-0230

Sat 0600-2100

Sun 0600-2200

Summer: 0500-0200

## COORDINATES

2 N50 43.9 W003 25.0

2A N50 43.9 W003 24.9

3 N50 43.9 W003 25.0

4 N50 43.9 W003 24.1

5, 6 N50 43.9 W003 25.1

7 N50 43.8 W003 25.1

8-11 N50 43.8 W003 25.2

Apron ELEV 99

C

2A

2

3

4

5

6

7

8

9

10

11

HANGAR

HANGAR 52

APRON

HANGAR 52 APRON

E

HANGAR

HANGARS

HANGAR

**Effective 01-MAR-2018**

22-FEB-2018

**EXT-EGTE**

## United Kingdom Exeter

ILS DME + NDB 26 / LOC DME + NDB 26

7-10

**ILS DME + NDB 08 / LOC DME + NDB 08**

## Exeter United Kingdom

ILS DME + NDB 26 / LOC DME + NDB 26

**ILS DME + NDB 08 / LOC DME + NDB 08**

**ILS DME +  
NDB 08  
D 109.9 IET  
..- 337 EX**

**LOC DME +  
NDB 08  
D 109.9 IET  
..- 337 EX**

**Caution:** Common ILS DME FREQ 08/26.  
Verify LOC ident.

MAX 210KT

A map of the AIAA YEOVIL TON area. A large red number '26' is overlaid on the map. A black circle contains the text '1027' and 'A.'. The map features various colored regions (pink, purple, blue) and lines.

14

IAC

Exeter United Kingdom  
ILS DME + NDB 26 / LOC DME + NDB 26

<b>Circling</b>	990 - 2.4V <b>1090</b>	990 - 3.6V <b>1090</b>
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ME	11.6	11.6
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LOC D	
1	390 - <b>490</b>
1	390 - <b>490</b>

<b>Cat 1 DM</b>	<b>1)</b>
	200 - 1.0 <b>300</b>

08

C D

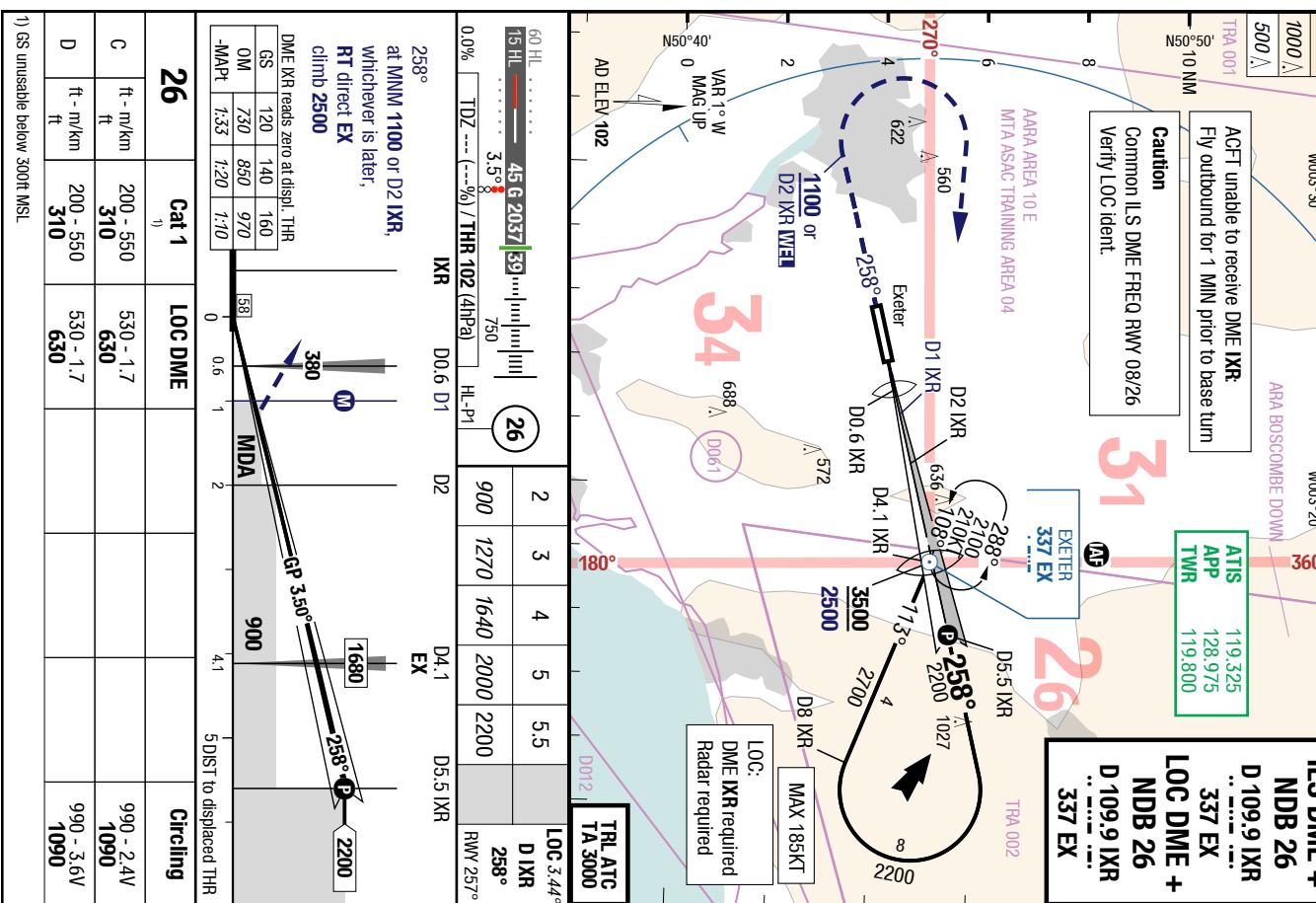
100

Changes: Completely revised

EXT-EGTE

ILS DME + NDB 26 / LOC DME + NDB 26

ILS DME + NDB 26 / LOC DME + NDB 26

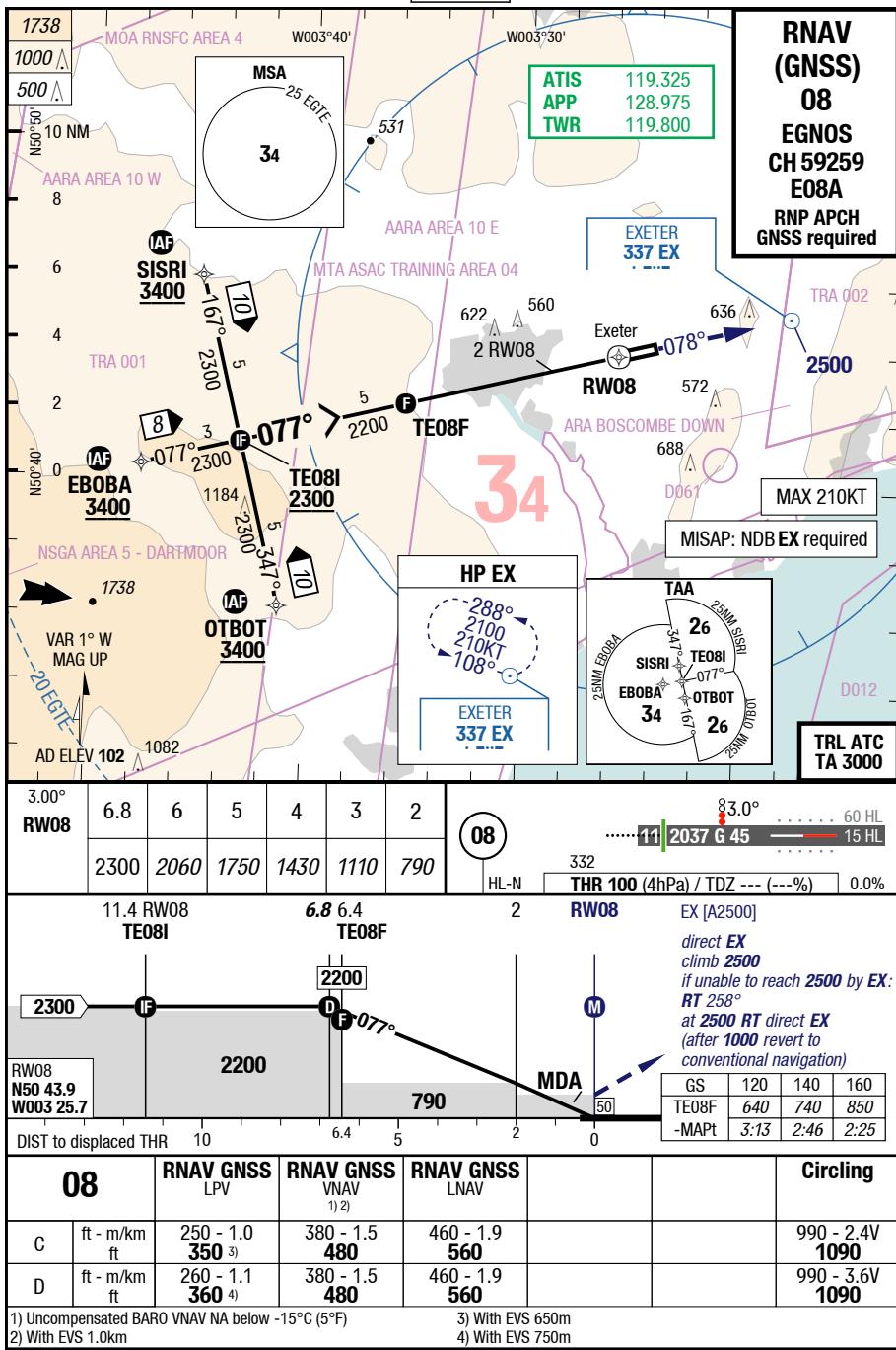


### Changes: MIN, APL, VAR, OBST

## EXT-EGTE

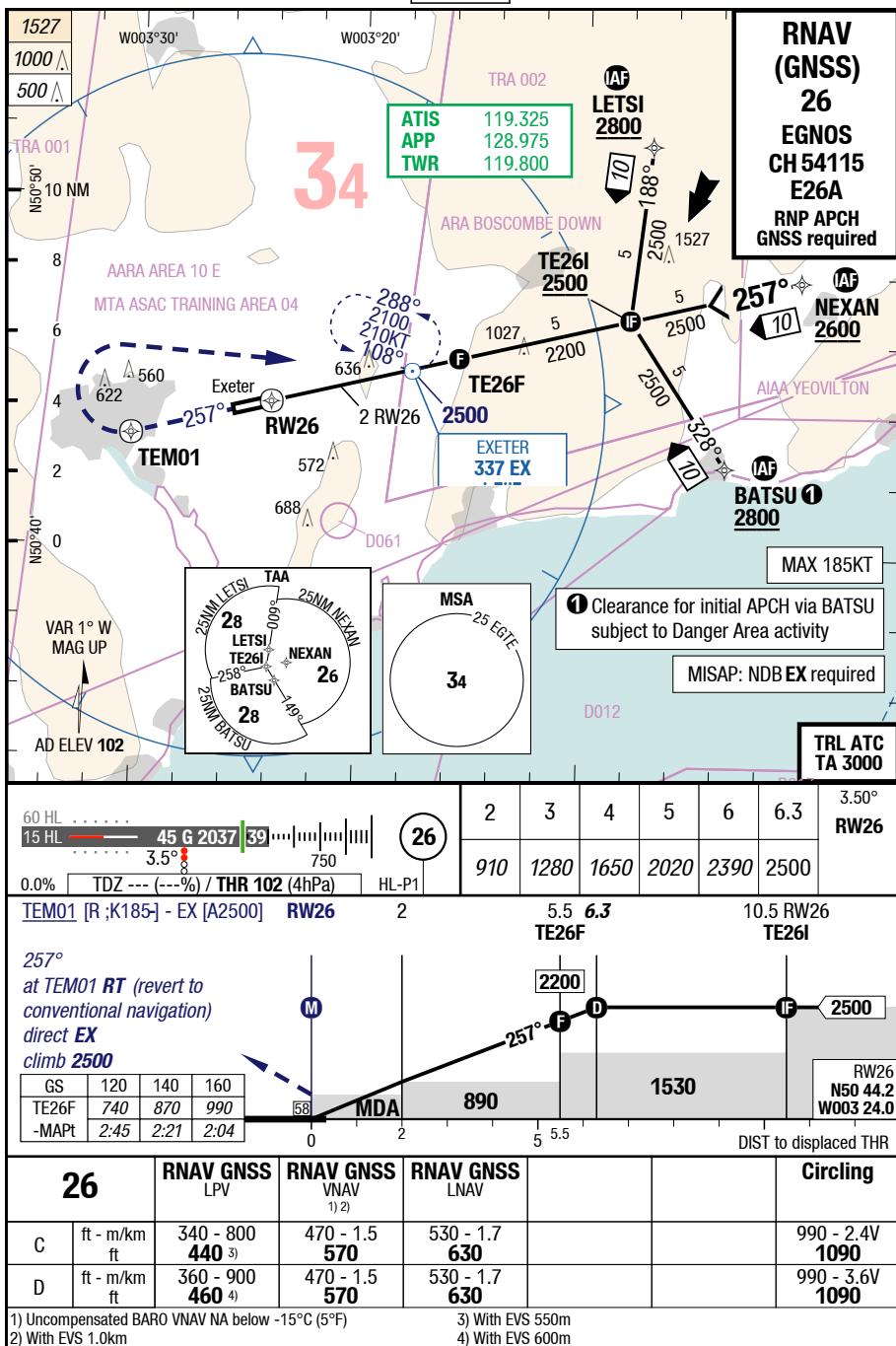
7-30

## RNAV (GNSS) 08



7-40

RNAV (GNSS) 26





EXT-EGTE

United Kingdom Exeter  
NDB + DME 26

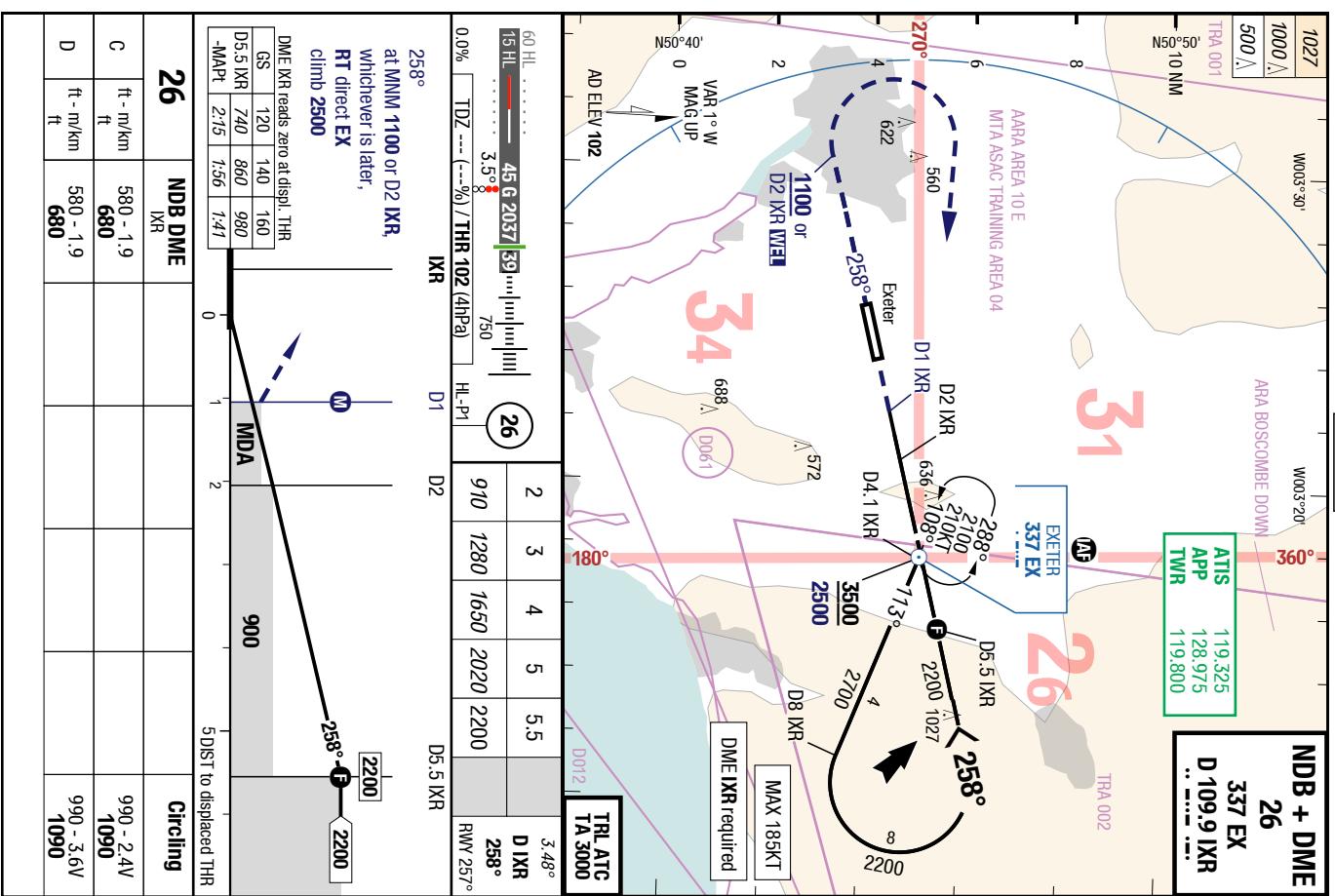
**NDB + DME 26**  
**Exeter United Kingdom**

7-60

**B + DME 26**

11

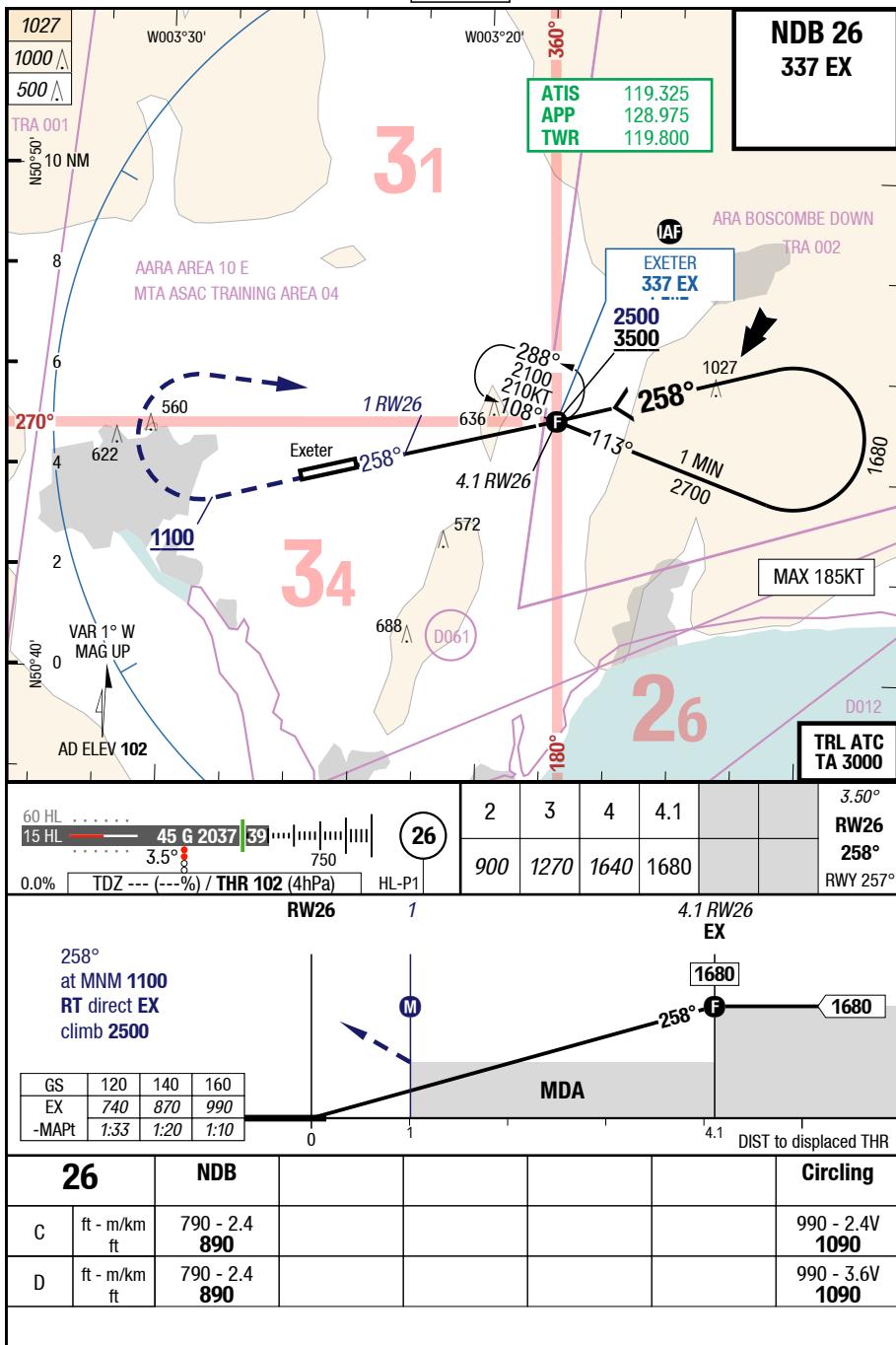
NDB + DME 26



## EXT-EGTE

7-70

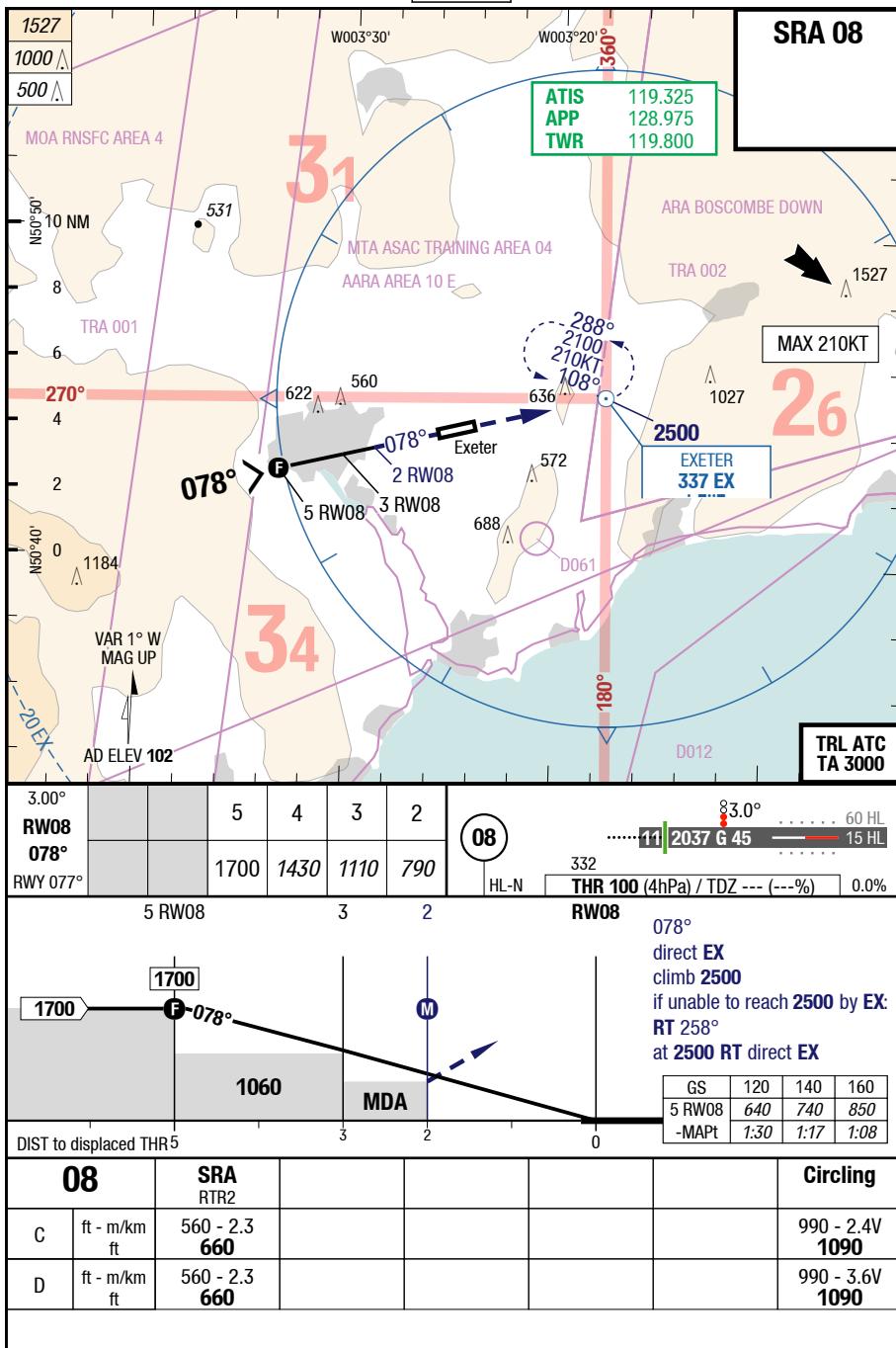
NDB 26



## EXT-EGTE

7-80

SRA 08



Changes: APL, OBST, VAR

## EXT-EGTE

7-90

SRA 26

