

Exeter Airport

IATA/ICAO CODE: EXT/EGTE
 CITY: Exeter
 COUNTRY: UK

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Stephen Wiltshire	Andy Barton
Title:	Operations Director	Safety, Airfield & Compliance Manager
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Airport Web Site:	www.exeter-airport.co.uk	

ELEVATION: 102 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
08/26	6834	08/33 26/118	08/3.0 26/3.5	151

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.

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.

Arrivals:

Unless otherwise required in the appropriate instrument approach or otherwise instructed by ATC, inbound aircraft shall maintain as high an altitude as practicable and shall maintain at least 1000ft 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.

Departures:

Unless otherwise instructed by ATC, all turbo-jet aircraft and all public transport aircraft whose MTWA exceeds 5700 kgs shall take-off from:

- 1) Runway 26 climb on runway heading at the maximum rate compatible with safety to 1000ft AAL and then turn as soon as possible to avoid the city of Exeter.
- 2) Runway 08 climb at the maximum rate compatible with safety to 1500ft AAL before turning

Every operator of aircraft using the aerodrome shall ensure at all times that the aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport, particularly the City of Exeter. Aircraft using the aerodrome will be required to conform to the above procedures notwithstanding that these procedures may be departed from to the extent necessary for avoiding immediate danger.

For visual approaches, or following a visual circuit, to Runway 26 the following limitation apply:

Jet aircraft shall not join the final approach at a height of less than 1500ft 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 the nominal 3.5° glide path.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

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

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

Training by BAC1-11 are not to be accepted at any time.

Operational Hours:

Winter Mon-Fri 0800-1900, Sat. 0800-1700, Sun 0900-1700 (local time)
Extensions by arrangement from Airfield Operations +44 1392 447 433

Summer Mon-Fri 0800-2000, Sat 0800-1900 Sun 0900-2000 (local time)
Extensions by arrangement from Airfield Operations +44 1392 447 433

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine ground runs are not permitted between 2300-0600 (local time) unless authorized by a senior engineer. An engine run bay is available for aircraft up to B737-800 size with rear blast screen. Location is at end of taxiway Golf.

APU OPERATING RESTRICTIONS

APU's may only be operated for a maximum of one hour, or started 30 minutes prior to departure and not without the permission of the aerodrome operator. All aircraft with rear

ventral airstairs must shut down APU's immediately after arriving on stand and use GPU during turnround. GPU's requests via Airfield Operations 130.175

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	none	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	none	-
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	none	-
Airport Noise Contour Overlay Maps	none	-
Total Cost of Noise Mitigation Programs to Date	none	-
Source of Noise Mitigation Program Funding for Aircraft Noise	none	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)

